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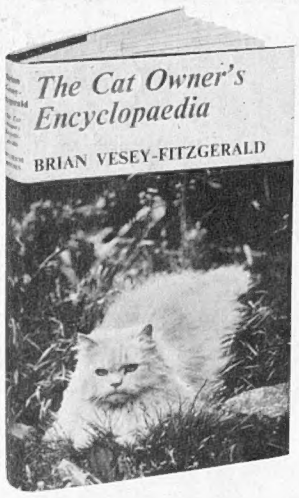


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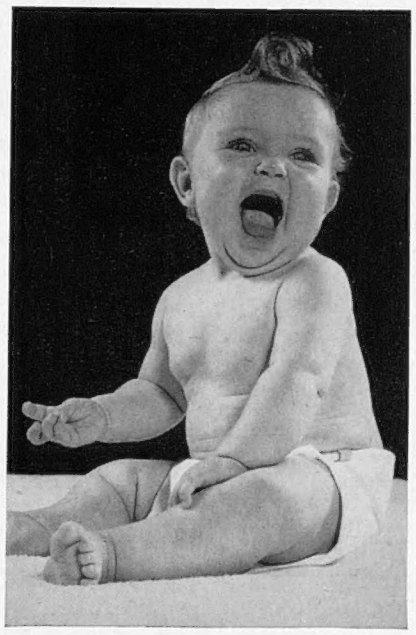

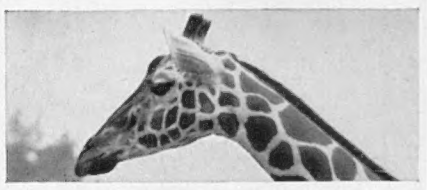

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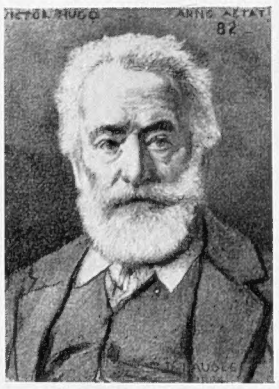

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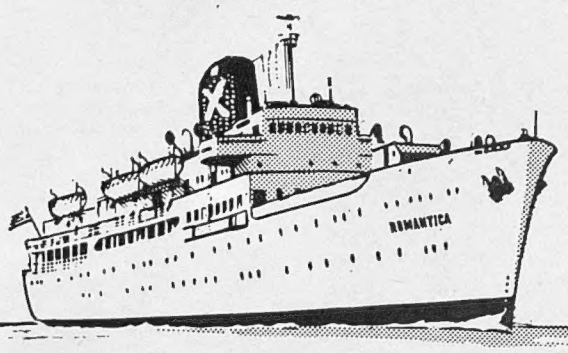


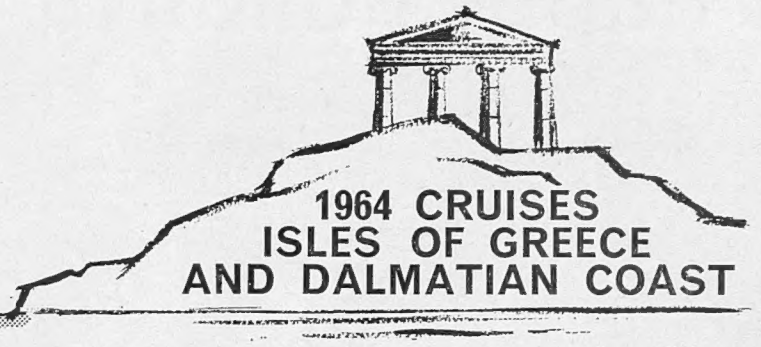

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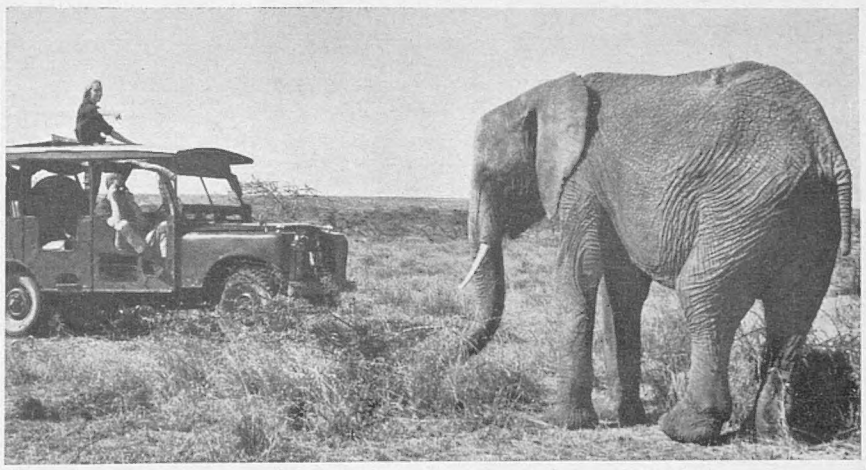

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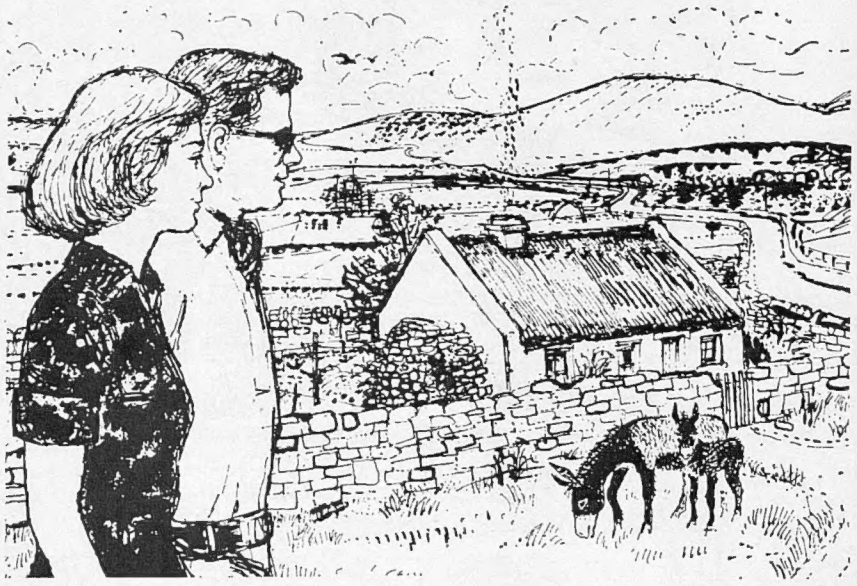

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Volume CCLVI No. 3318 LONDON, January 4, 1964

# THE SPHERE

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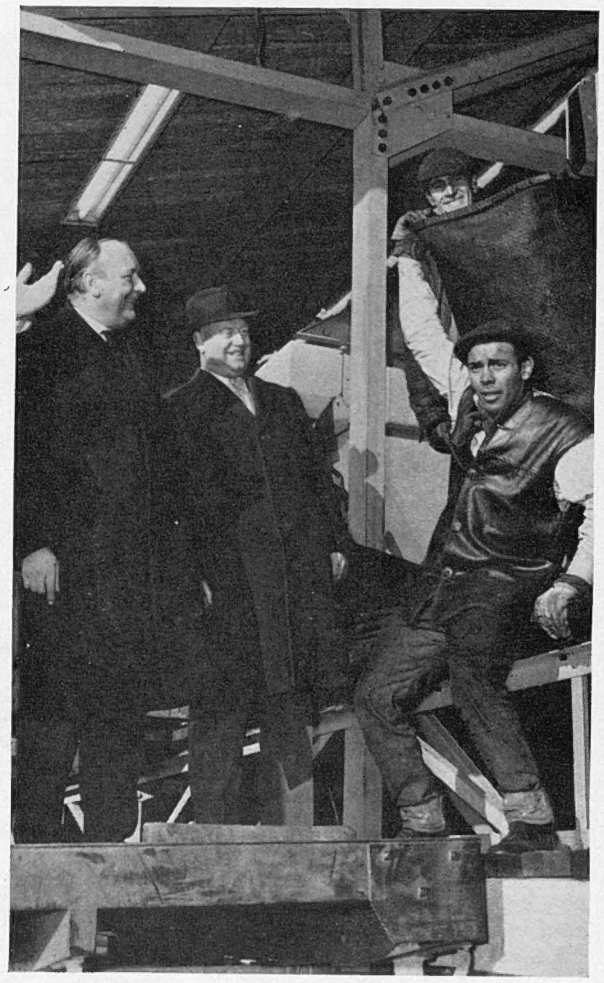
Men of the 1st Battalion, the Gloucestershire Regiment, stand guard in a barbed wire barricade on the border of the Greek and Turkish sectors in Nicosia. The arrival of Mr Duncan Sandys, Commonwealth Relations Secretary, in Cyprus led to an easing of the tension between the Greek and Turkish Communities over proposals by Archbishop Makarios, the Premier, to change the constitution. In the middle of last month violence mounted between the communities. (Another picture on page 10)

# PEACE KEEPERS IN CYPRUS

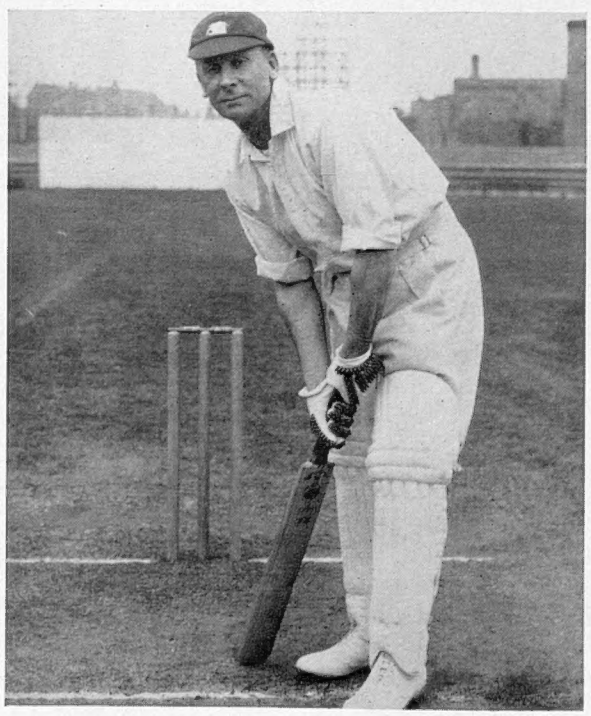
# THE NEWS IN PICTURES





**West Drayton Coal Depot opened**
At the new coal depot at West Drayton in Middlesex, Lord Robens (left), Chairman of the National Coal Board, and Dr Beeching (centre), Chairman of the British Railways Board, watch coalmen load up with sacks of domestic coal. The depot is a first step in reorganised coal distribution

**The main span is joined up**
The final steel truss to be raised in position on the centre span of the new Forth Road Bridge is secured on the east side of the bridge. A naval helicopter hovers in the background and behind it is the Forth Rail Bridge. The new road bridge is due to be completed in the summer



**The death of the master cricketer**
Sir Jack Hobbs photographed at the wicket during his heyday. John Berry Hobbs died at the age of 81. In his long career, before and after the First World War, Hobbs became established as the supreme craftsman of his time

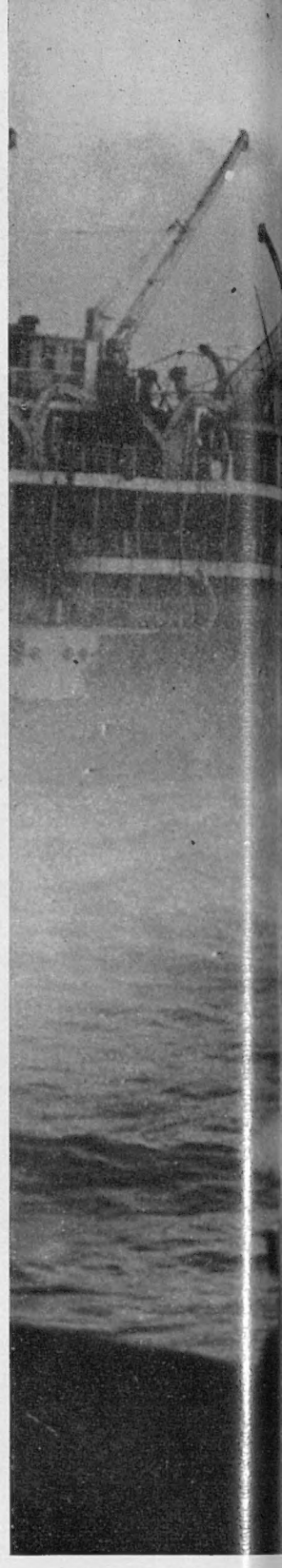
**All Blacks Win at Cardiff Arms Park**
The All Blacks hooker, D. Young, is up-ended with the ball, during the International between the All Blacks and Wales at Cardiff Arms Park. The All Blacks never looked like being beaten and won 6-0. They play England at Twickenham on January 4

# THE NEWS IN PICTURES

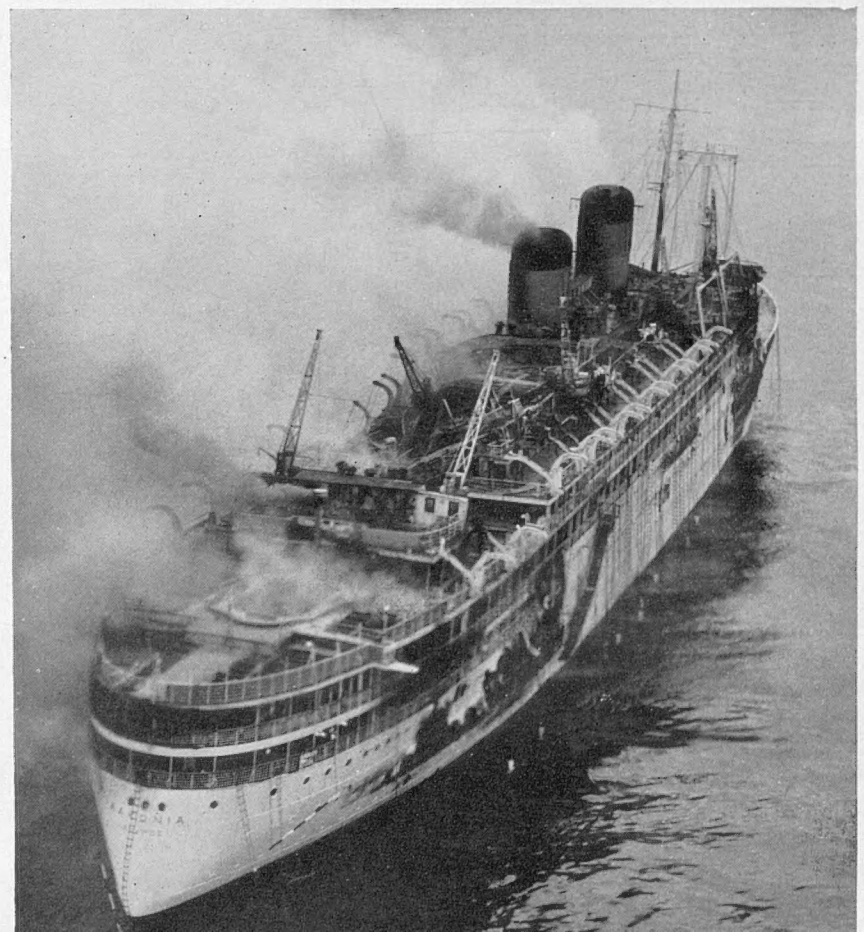
**Christmas supplies in the Atlantic**
An RAF Shackleton of 42 Squadron, Coastal Command, flies low over the weather ship *Weather Reporter*, stationed in the mid-Atlantic, to drop supplies. These included mail and a Christmas tree

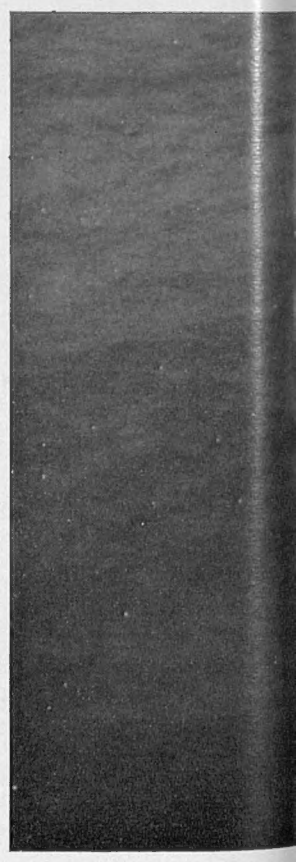
**The Grand Cross for Sir Hugh Stockwell**
In Paris, General Sir Hugh Stockwell, who is Deputy Supreme Allied Commander in Europe, is embraced by General Ailleret. The latter had decorated him with the Order of the Grand Cross of the Legion of Honour in the court of Les Invalides. General Ailleret is Chief of the General Staff of the French Army

# THE LAKONIA DISASTER

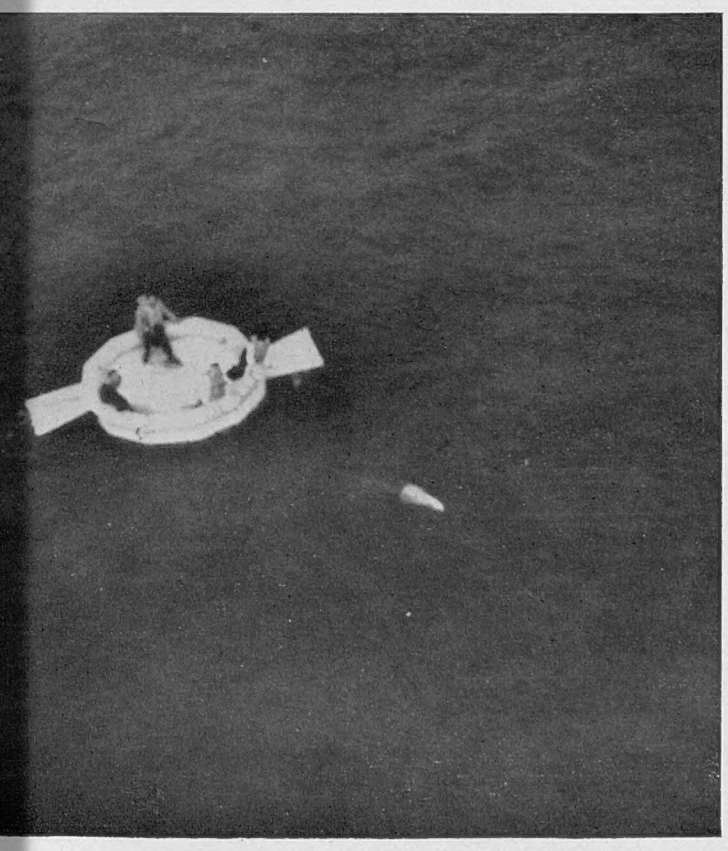


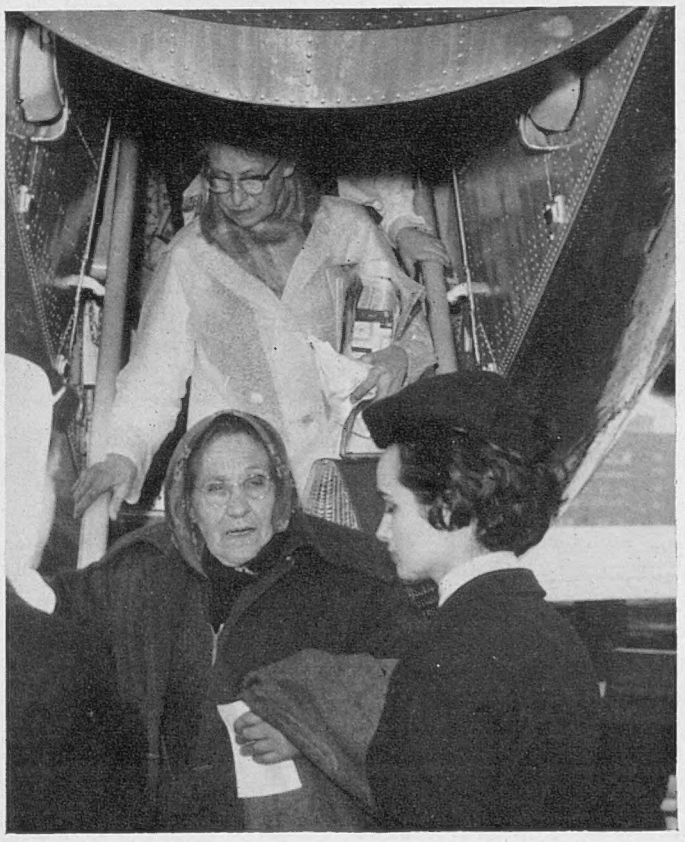
While being towed for salvage, the burnt-out hulk of the cruise ship *Lakonia* sank in 2,200 fathoms about 250 miles from Gibraltar last Sunday. In a sudden gale, she sprang a leak and took with her to the bottom most of the clues of how the disastrous fire started. The liner was on a Christmas cruise from Southampton with over 600 passengers and nearly 400 crew on board, when late on December 22 fire broke out. The ship's wireless began to send out messages for help. Sometime after midnight the order was given to abandon ship. Reports about what happened next are contradictory but there were scenes of confusion. The captain of the *Lakonia*, Captain Zarbis, did not leave his ship until the early morning. Passengers and crew were picked up in various vessels, some after swimming for some hours. The passenger list was almost entirely British. Last Sunday, 886 people had been rescued, with 80 passengers and 11 crew dead, and 34 passengers and 30 crew unaccounted for. An inquiry into the disaster opened in Athens.





**Top:** Survivors from the *Lakonia* are disembarked from one of the rescue ships at Casablanca
**Right:** With smoke pouring from her, her once bright paintwork blistered and peeled, the *Lakonia* floats in the Atlantic. The photograph was taken before first attempts were made to take the stricken liner in tow





**Above :** A heavy Atlantic swell laps against the side of the *Lakonia* as she drifts 180 miles north of Madeira. Her sides are festooned with ropes and ladders used as the passengers and crew abandoned the ship. The *Lakonia* was owned by the Greek Line

**Left :** In borrowed clothes two women survivors arrive at London Airport, having been flown from Lisbon

**Far left:** Survivors from the *Lakonia* stand in an inflatable life raft which had been dropped to them by an American rescue aircraft as they were swimming in the sea

# THE TWO COMMUNISMS

Mr Chou En-lai's tour of Africa is plainly a challenge to the Soviet Union by China for the leadership of world Communism. It is significant that Mr Chou announced at the start of his journeys that he would also visit Albania, the one European Communist state friendly to China. Mr Chou's arrival in Africa coincided with a remarkable protest demonstration in Moscow by African students from all over the USSR. It was a reminder that Russian Communism practises racial discrimination. Meanwhile Soviet desire to ease East-West tension was seen in the breaching of the Berlin Wall over Christmas and the New Year.

**Above:** Mr Chou En-lai, the Chinese Prime Minister, is accompanied by Kamal Rifaat, a member of the Executive Council of the United Arab Republic (second from left) on a visit to the Sphinx and pyramids at Giza. On the left is Mohamed Beltagui, the Governor of Giza

**Right:** In Algiers, the Chinese Prime Minister takes coffee with President Ben Bella. At the end of last month Algeria provided a good example of the rivalry between the two Communisms. While Mr Chou En-lai was there a large delegation of Algerians was being feted in Moscow. Both the Soviet Union and China have given Algeria loans

**Top:** Mr Chou En-lai and his entourage mount a flight of steps on arrival at the stadium in Port Said. He received a warm welcome there. In a statement to the Press, Mr Chou said his current tour would take him, after the UAR and Algeria, to Morocco and Albania. From the latter he would return to Africa and might go to Ghana, Mali, Guinea and possibly Sudan. On the way back to China he hoped to visit some south Asian countries

**Above left:** Mr V. P. Elyutin, the Soviet Minister of Higher and Technical Education, talks in Moscow with African students. The meeting took place after the protest by African students in Red Square

**Above:** Reunion in Berlin. An East Berlin grandmother embraces her granddaughter from West Berlin as they meet for the first time for two years. The child and her mother had a one-day Christmas permit to cross from the Western sector into the Eastern

**Left:** Inspecting the preparations made for the Christmas breaching of the Wall are Major-General of the People's Army, Helmuth Poppe (second from left), the City Commandant of East Berlin, Herr Alexander Abusch (centre), East German Deputy Minister, and an Under-Secretary, Herr Erich Wendt (right). The one-day permits were to be available until January 5

# NEWS SUMMARY

*Hotting up political campaigns in Britain; East African defence pact*

10 **GREAT BRITAIN**

At the end of 1963, the Labour Party had, according to the most widely respected of opinion polls, a lead of 9½ per cent. over the Conservatives. Oddly enough, after a year of political turmoil, this was exactly the same as at the beginning of 1963. This year both Sir Alec Douglas-Home and Mr Harold Wilson are making energetic speech-making tours. It is still anybody's guess when the General Election will be.

The old year went out on a sombre note. In the first four days of the Christmas holiday period there were, provisionally, 120 deaths on the roads, a 90 per cent. increase over 1962. It was announced that the Ministry of Transport was speeding up plans for a national analysis of the causes of road accidents.

At the beginning of the week, the Steel Company of Wales's Abbey Works at Port Talbot was still hit by labour disputes over holidays and pay. The Company offered to go to arbitration but, according to reports, one union concerned rejected this proposal.

**BERLIN**

Last Sunday over 130,000 West Berliners crossed into East Berlin. This was the highest figure to date for any day since the start of the issue of the Christmas passes. On the same day hundreds of West Berliners escorted the body of Paul Schultz, shot dead on the wall on Christmas Day, to the border with East Berlin where it was handed over. Schultz was trying to escape by climbing over the wall when he was shot by Communist guards. He fell on the West side and died in hospital. The Christmas pass system is due to end on January 5. In some circles in Berlin hopes were held early this week that the system might be continued in a modified form.

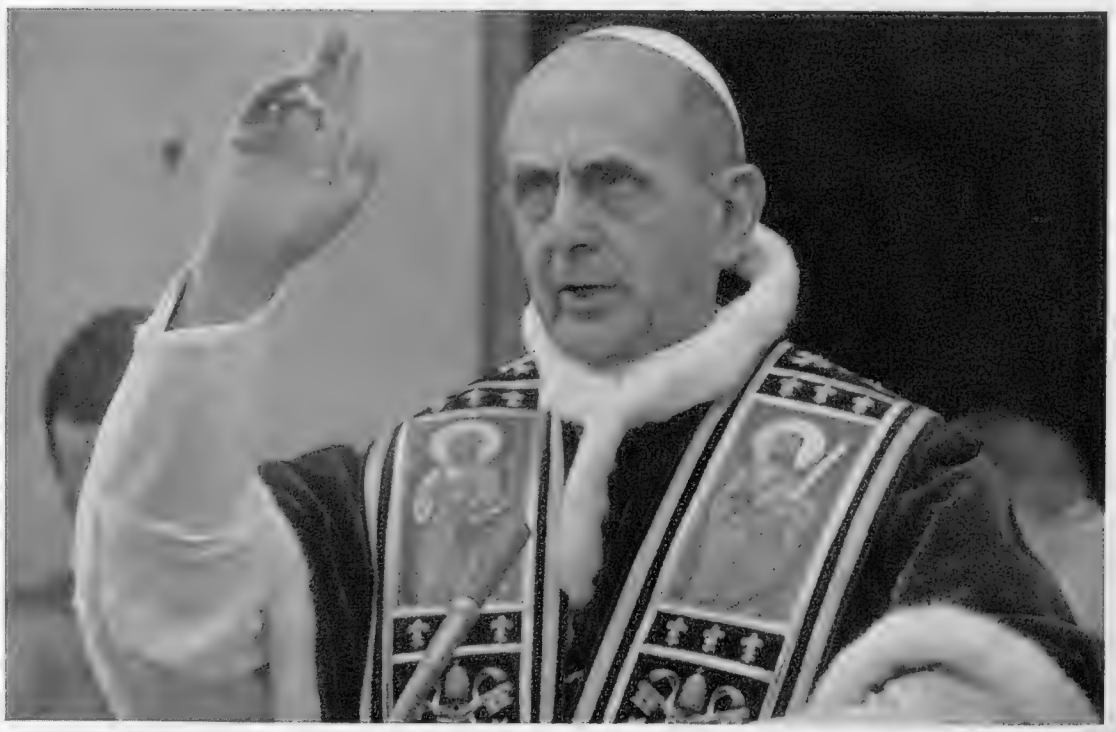
**AFRICA**

A mutual defence treaty was ratified last Friday by Kenya and Ethiopia. A four-man Ethiopian military mission afterwards arrived in Nairobi for defence talks with the Kenya Government. This joint action arose from Somali border raids in the past few weeks in Kenya's North East Region and on the Ethiopian-Somali border.

The Central African Federation came to an end officially on December 31. In some places mock funerals were held to " celebrate " its demise. Of its three member territories, Nyasaland is to achieve independence on July 6 this year. Northern Rhodesia is almost certain to make application for independence after the General Elections at the end of this month, and Southern Rhodesia is expected to do so when agreement has been reached over African representation.

**MIDDLE EAST**

Reports from Cairo early this week indicated that an Arab summit meeting might be held on January 13 to consider what action should be taken should Israel proceed with its plan to divert the Jordan waters in order to irrigate the Negev. Three Arab countries—Jordan, Syria and Lebanon—depend upon the waters.



**Above:** Pope Paul VI in Rome on Christmas Day. He starts his tour of the Holy Land on January 4 **Top:** Mr Sandys and Archbishop Makarios begin their talks in Cyprus, to end the communal violence

**Centre:** At Austin, Texas, President Johnson and Governor Connally listen to West German Chancellor Erhard. President and Chancellor were on their way for their post-Christmas talks at the former's ranch

The 450 ft. long Capilano Bridge in North Vancouver is 200 ft. above a canyon. (See "In Western Canada" pages 16-18)

# SUSPENDED IN MID-AIR

# A LONDON NEWSLETTER

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12

## The sword of Damocles

The sword of Damocles for ever hangs over Humanity and men and women adjust themselves to that knowledge. But the thread that suspends the sword varies in its fragility. At the moment perhaps nuclear world war is a lesser risk than the breaking of a reservoir wall, for we have had too many recent instances of the latter risk. The risk of nuclear war is one which no private individual can do much to avert. Living under a reservoir or a still-active volcano is a risk which can be avoided. But for more reasons than one (as history shows) a percentage of the human race accepts that risk. Neapolitans, for instance, or (a topical instance) the people of Tristan da Cunha. The reservoir in the Baldwin Hills, Los Angeles, was built in 1950. Since then the residential area below it has greatly grown. A pleasant climate is preferred to a remote " occupational risk." But, as the tale of burst dams grows, so the risk becomes less remote. I presume that recent lessons will secure still greater safety measures in construction and that for the next few years people will be less willing to live under this particular sword of Damocles, however pleasant be the land beneath it.

## Still small voice of sanity

The Chief Constable of Lincolnshire is collecting evidence of the effects of television on juvenile crime and teenage immorality. He is in my view not a puritan nor a pussy-foot, but a clear-headed and active upholder of a majority opinion in Britain today. All too many of that majority are lethargic and certainly get no encouragement from Government. This Chief Constable, with years of experience, has no doubt that the showing of exact details of crime and of scenes of violence are copied by impressionable youngsters and that sex offences by the under-aged are encouraged by the everlasting suggestion that sexual relations at any period are " normal " and justifiable. Note the latest statistics of illegitimate births in Kensington and Paddington. He thoroughly disagrees with the view now held even by public libraries that all people have today developed sufficiently for it to be safe for them to read just anything. " *Lady Chatterley's Lover* was the biggest single blow to the nation's morals," he concludes. It is probably fair to say that Edwardian undergraduates were as " educationally developed " as are the average teenagers, male and female, who scream and swoon for pop singers today. I can recall that the effect on their morals of reading *Fanny Hill* at the beginning of this century was deplorable in some instances. The present tolerance for " Baalism," from top to bottom, is fast destroying our national character and, as leaderless men, we straggle to the Cities of the Plain. There's a lot to be said for a Lot to arise to warn us to keep out and to cast no longing, lingering look behind, as Wahela did. Better to be a pillar of society than a pillar of salt. I commend the Chief Constable of Lincolnshire for assuming a function which Governments are too cowardly to perform. The odd thing is that a majority of the nation still remain pillars of society despite the " open minds " of Church and Government on the new morality.

## The assassins

Political assassination is sometimes more catching than measles. History can show that it goes in waves, just as suicide does. This is a lawless age, an age of violence and bitterness, a world which violent men take by force. We have recently assessed the risks of physical violence which Presidents of the United States must face and these are reasonably short odds. For centuries Britain was a homogeneous race and a race not given to political assassination, though we lost a premier that way and have lost quite a few public figures by assassin strokes. The security measures today deemed necessary to protect a President in the US on his most ordinary occasions must be planned like a D-day landing, and the strain on the police must be backbreaking. In Britain the police are already stretched to breaking point to fight a losing battle against lesser crimes. I dare say (I certainly hope) that 90 per cent. of the threats of assassination in this country are bogus, due to vanity or misguided " ragging," but none, however vague or improbable, can be ignored by the security forces while the circumstances of Mr Kennedy's murder are vividly remembered. That fact increases the chances of success for lesser criminals, and, while the " fashion " lasts, must add greatly to the anxieties of public men. Even a vague fear of being " potted at " is unpleasant. Mr Wilson, I suggest, should buy a darker overcoat. He is far too tempting a mark in the white coat of a blameless life.

A view from the crow's nest of HMS *Victory*, Nelson's flagship at Portsmouth, as a workman re-rigs the ship

## The right balance

" No one," wrote Sir John Masterman recently, " will doubt the strength of the feeling (whether justified or not) that the House of Lords was too powerful in 1910-11." He foresees a danger now that it is becoming too weak. And why? Because there is no effort made to achieve the " right balance." He does not advocate its abolition and replacement by a Senate. He believes in its usefulness, if reformed in reason, as a start. As long ago as 1910 the Lords themselves accepted a resolution that " The possession of a peerage should no longer give the right to sit and vote in the House of Lords." That was half a century ago. Sir John insisted that a distinction must be recognised between a peer and a Lord of Parliament. So only can the House be reduced to manageable size and acceptability in a democracy. The representation of hereditary peers might be cut down to 150—120 to be elected by the peers, 30 to be nominated (perhaps by Privy Council committee) to safeguard minority views. It is a sensible plan which obviously would avoid in future the absurdities of resigning peerages. Would-be future Prime Ministers by disclaiming election to the Upper, could, like Irish peers, stand for the Lower House, without serious constitutional difficulties; keep their titles, preserve some features of " our historic past " for Time and Chance to deal with, serve their country where their abilities would best have play and avoid the Gilbertian farce of our piece-meal compromises at Lords' reform. There would be no need to create any more hereditary peerages. An hereditary " electoral body " of 800 plus, already existing, will not be reduced by normal wastage for a century or more.

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**" Leave us still our old nobility "**

In fairness, let us view the other side of the picture. Dr Hollingsworth of Glasgow has for years been engaged, rather impiously, in studying the " love life " of our old nobility. He finds that even today the divorce rate among " titled couples " has only reached one in four, while the illegitimacy rate among this group is ludicrously low, only 1 per cent. against an average national ratio of 16 per cent. Even the rising divorce rate in our old nobility can be excused by the commendable desire to legitimise children about to be born. Their ancestors were in many notable instances far less concerned to legitimise their bastards, though they usually provided for them generously and ennobled their villages with their blue blood. In short, there's still a lot to be said for the Lords who are setting the country a fine standard of morality. How right was old Lord John Manners: " Leave us still our old nobility." *The Old Stager*

**Top:** At the Royal Military Academy, Sandhurst, General Sir Gerald Lathbury inspects officer cadets taking part in the Sovereign's Parade. He is seen talking to Officer Cadet Sargit Singh, from Malaysia. Over 890 officer cadets took part

**Above:** Two fast Patrol Craft leaving Portsmouth at the start of an 8,000 mile voyage to Singapore. They are the KD *Sri Trengganu* and KD *Sri Kelantan* built by Vosper Ltd., at Portsmouth for the Royal Malaysian Navy. The two craft are expected to arrive on February 2

**Right:** The *Queen Elizabeth* seen in a Southampton dry dock for her annual overhaul. The workmen tackling her anchor chains are dwarfed by the great size of the *Queen*'s bows

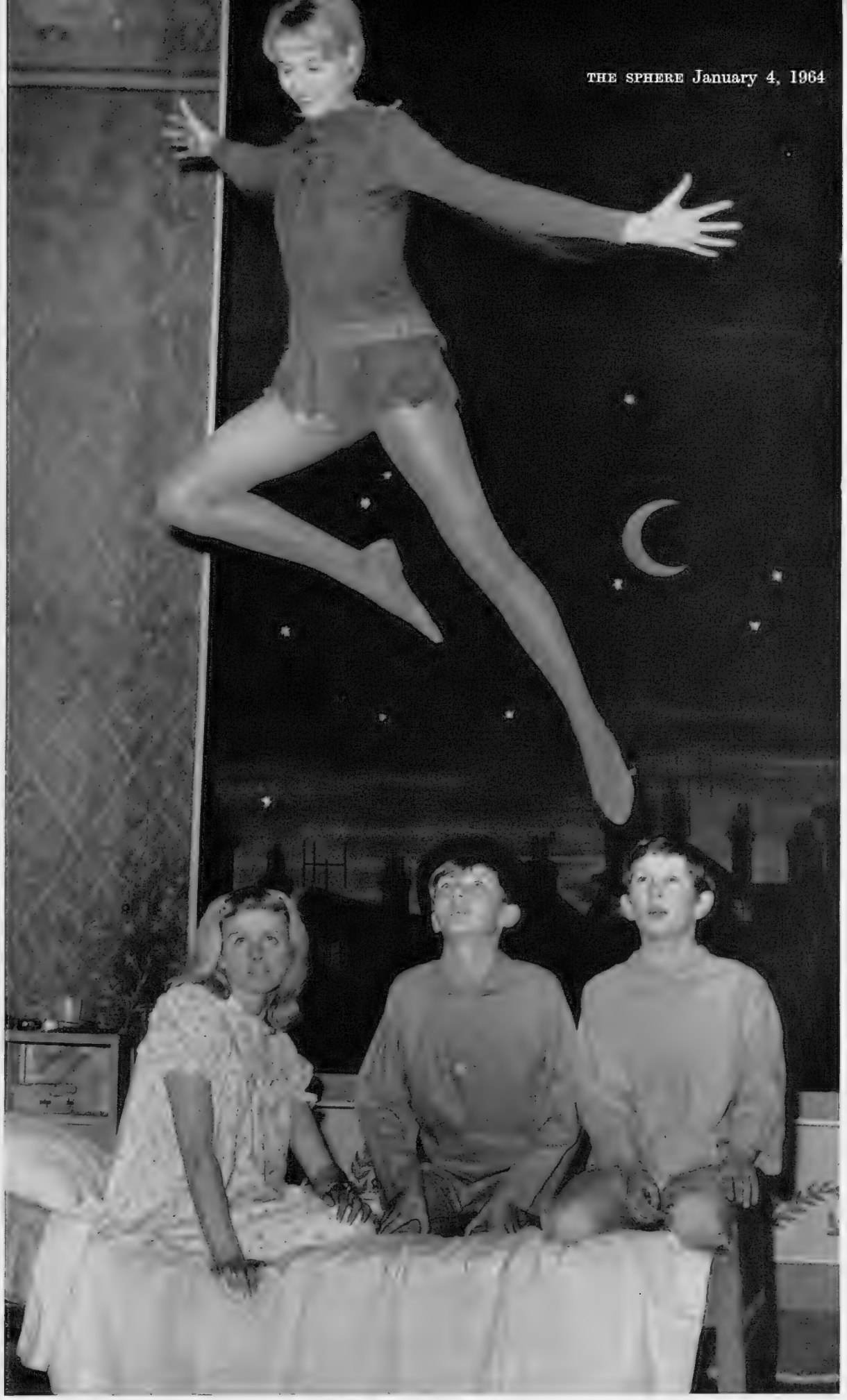
# SHOWS FOR THE HOLS

The habit of providing Christmas shows at children's matinees has spread right across London's theatreland: this has made, this year, for a wide variety of shows which should provide something for all tastes. *Peter Pan* is back, twice daily, at the Scala. Barrie's classic is perhaps the favourite Christmas show today, particularly with the decline of panto. Of the others illustrated on these pages, *Hansel and Gretel* is by now Sadler's Wells' traditional offering of the season and is well up to standard; the Western Theatre Ballet, not seen in the West End for over six years, provides a young-looking adventurous repertoire, including the Beatles Ballet; the *Merry Roosters Panto* is by Joan Littlewood's cast of *Oh What a Lovely War* and makes a definite change; and the ice spectacular at Wembley is as lavish, ingenious and refrigerated as ever. Other Christmas shows worth considering are *The Man in the Moon*, starring Charlie Drake, at the Palladium; *Cindy-Ella*, revived from last year, at the New Arts; the D'Oyly Carte in a Gilbert and Sullivan season at the Savoy; and an international Festival of Ballet, with stars from Russia, at the Albert Hall.

**Top:** In *Treasure Island* at the Mermaid, Jack Spratt, the theatre's own parrot, as Captain Flint, perches on the shoulder of Long John Silver (Joss Ackland)
**Above right:** In *Billy Bunter Meets Magic*, matinees at the Shaftesbury, Billy Bunter (Peter Bridgmount) gets a custard pie from David Nixon
**Right:** In the *Merry Roosters Panto*, matinees at Wyndhams, are the up-to-date Ugly Sisters (Victor Spinetti and Brian Murphy) and their father (George Sewell)

**Right:** In *Peter Pan* at the Scala, Peter (Julia Lockwood) flies gaily over Wendy (April Wilding); John (Peter Harvey); and Michael (Paul Martin)

**Below:** In Humperdinck's opera *Hansel and Gretel* at Sadler's Wells are the Witch (Sheila Rex); Hansel (Patricia Kern); and Gretel (Margaret Neville)



**Left:** In *The Owl and the Pussy Cat*, one of the Western Theatre Ballet's works on show at the Prince Charles (evenings), are the Pussy Cat (Hazel Merry) and the Owl (Peter Cazelet). Matinees at the theatre are devoted to *Sooty's Christmas Party*

**Far Left:** In *Around the World in Eighty Days* at the Empire Pool, Wembley, Mary Lou (Sally Ross) astounds Mr Fix (Tony Summers). This ice spectacular has been based on the famous film of the same name

# IN WESTERN CANADA

by Jerrard Tickell

*The third in an occasional series on the Canadian Provinces*



The Canadian Pacific DC-8 *Empress of Vancouver* stood in pools of summer rainwater on the Amsterdam tarmac. Though she looked very small and fragile, she had the heart and wings of a snow-goose. At 3.45 p.m., her wheels ripped the rainwater into shining segments and we soared over the geometrical fields of the Netherlands into an angry sky—en route for Western Canada.

Seen from 20,000 feet, ships became toy steamers trailing white ribbons and the clouds looked like an old lady's hair furiously combed by the wind. At 35,000 feet, the sky was clear Eton blue and at 42,000 there was a glimmer of rival Westminster School pink. The engines' growl was like a contented bulldog snoring—against which French cabaret music was relayed softly and incessantly, filling the aircraft with unobtrusive melody.

Dinner was served over the ice-floes, a slow-moving, hardening crazy pavement of frozen islands afloat on dark blue water. It was overpoweringly strange to gaze down on that bitter wilderness 50,000 feet below, to hold a glass of superb Pontet Canet in my hand and to listen to Edith Piaf crooning *La Vie en Rose.* Slowly I became aware of a strange thing. There had been no twilight and there was to be no dark. The sun, instead of setting, became even brighter and brighter, illuminating every snowy stipple of the pitiless and petrified waste. It shone on Baffin Island while I finished my Brie and Yves Montand sang *Mademoiselle de Paris* . . . .

When I opened my eyes again, the land below was the colour of frogspawn. The Purser told me that we were about to pass over Yellow Knife at 40,000 feet. The time by my unaltered and now untruthful watch was midnight. The good people of Yellow Knife were just sitting down to luncheon by *their* watches.

The Rockies were a jagged jumble of upflung rock and snow, a kaleidoscope of black and white that merged into emerald valleys. We did a wide, leisurely swing over the wrinkled elephant skin grey of the Pacific and alighted like thistledown in Vancouver. My dishonest watch told me that it was nearly two o'clock in the morning.

In Vancouver it was time for tea.

At a giddy distance below my hotel windows, the Seaforth Highlanders and the Royal Canadian Navy were on parade, marching and counter-marching with slide-rule precision. The combination of drums, pipes and brass was an exhilarating one. I had happened to land on the birthday of Captain Vancouver, who, long ago, discovered the place on which the city now stood and the whole ebullient town, expanding by leaps and bounds, was *en fête.*

My host, Harold Merilees, gave me facts and figures. The population of British Columbia, now nearing 2 million, had more than doubled itself since 1941—with a slight decline in the number of immigrants from the British Isles. Americans tend to be "size-snobs." In reply, the citizens of Vancouver point out that *their* province, the third largest in Canada, has an area exceeding almost that of the States of California, Washington, Oregon and New York. Everything seems larger than

life. There are gigantic forests of hemlock, balsam, cedar, fir, spruce and pine; hydro-electric, mining, petroleum and natural gas assets are enormous; grain, fruit and farm products increase almost daily in volume; the salt waters teem with fish, salmon, halibut and herring as do the rivers with steelhead trout.

I spent a leisurely, wandering day to readjust my system to the loss of sleep. Vancouver was a city of startling contrasts in which steel and glass skyscrapers stare haughtily over the roofs of little houses. Beautiful Stanley Park has in it a splendid zoo as well as an enchanting garden in which grows every single flower mentioned in the works of William Shakespeare. Indian totem poles, fantastically carved, rise up in the lawns and groves of the new University, while below the buildings, the wind-whipped waters of the bay are forever criss-crossed with busy shipping.

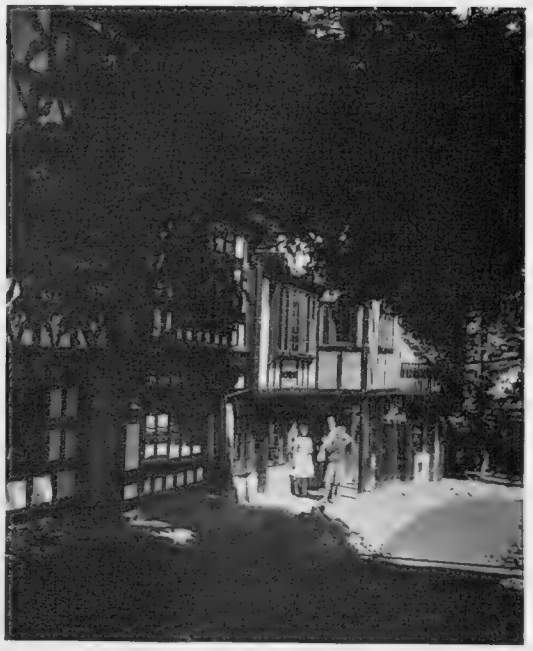
Here is a note from my diary:

> "To dine with Harold in the Chinese quarter, at the House of Ming in Pender Street. H. tells me that the Chinese, most of whom came as coolie labour to work on the building of the C.P.R. railroads, are loved and respected Canadian citizens. Their integrity is absolute and they bring to all their dealings a most engaging charm and gaiety. We had a splendidly exotic meal and the smiling Mr Ming presented me with a pair of ivory chopsticks to be used, he said, with a chuckle, when next I dined at Buckingham Palace. . . ."

The two-hour voyage from the mainland to Vancouver Island and Victoria was by ship that threaded its way through the Gulf Islands, one of which was presented to HRH Princess Margaret and bears her name. As we came alongside, a girl piper welcomed the passengers ashore to the strains of "Hieland Laddie" and once again I was struck by the strength of Scottish tradition in Canada. It is outwardly to be seen in the form of tweeds and tartans in Victoria—by repute the most "English city in Canada"—and heard all over the Rockies in bagpipe music. The Guard is changed in Ottawa to the sound of pipes and drums and no convention in Montreal is considered to be complete without a Highland serenade.

After two days in the Empress Hotel, Victoria, my new host, Dick Colby and I drove north to Nanaimo and the Campbell River to fish from Painters Lodge.

The spring salmon were running in the Saltchuck (the Indian word for "sea") and the steelhead trout leaping in the tumbling river. Trolling with a Polar bucktail, (a gaudy lure made from the greasy hairs of a polar bear) we chugged lazily from beat to beat. I was well content to watch a pair of eagles conduct an airy flirtation in the steeps of the sky, to drench myself in sun, to listen to the multifarious sounds of wind and water and to try, in this shining air, to sort out the impressions of a kaleidoscopic week. I had yet to



**Above:** The Trans-Canada Highway winds through Glacier National Park in British Columbia. The view is from Mount Abbott
**Above left:** The crowded sands of the crescent-shaped beach of English Bay on the Pacific Ocean are within minutes of downtown Vancouver
**Top right:** Olde Englishe Inn in Victoria, British Columbia. It was the beginning of a replica of an Elizabethan English village which has among other buildings Anne Hathaway's Cottage
**Centre right:** A bear cub stands by the side of the Trans-Canada Highway in Mount Revelstoke National Park. The highway seems to be as big an attraction for wildlife in the Park as it is for tourists
**Right:** The aerial car ferry over Fraser River at Boston Bar and North Bend is a remarkable construction

meet a greater courtesy or a more genuine welcome. At no time had I been made to feel that I was a stranger. Everybody seemed to be standing on tip-toe and there was a wideness about the land and a sense of space that made the memory of our English fields shrink into the size of postage stamps. Affection for the Royal Family—and particularly for the Queen Mother—was articulate everywhere. I was just beginning to contemplate the daunting complexity of the British Columbia liquor laws when Dick Colby's reel screeched, his 30 foot line streamed and tightened and an 18 lb. spring salmon leapt out of the Salt-chuck to describe an arc of silver and to hit the water again with a smack that set the gulls wheeling. . . .

That night there was fresh salmon steak for dinner within the (*continued on page 18*)

# IN WESTERN CANADA *continued from page 17*

Sunbathers on the lawns of Banff Springs Hotel, Alberta, enjoy a splendid view

Chuck Wagon races in the famous Calgary Stampede, which is held every year

knotted cedar walls of Painters Lodge and much scaley, competitive conversation around the flickering log fire.

We left at dawn by car for Nanaimo with our salmon—minus two noble steaks—packed in ice in the boot. The ferry sailed for Horseshoe Bay on the mainland at nine o'clock and we made it just in time for a splendid breakfast on board. From Horseshoe Bay, we drove to Harrison Hot Springs to spend one night in the cushioned comfort of Max Nargil's superb hotel—and again departed at dawn for the long drive to Vancouver. From here, I was to start my leisurely eastward journey home, by train, by car, on foot, by aircraft and by sea. At dusk that same evening, the Canadian National " Super Continental " slid out of Vancouver to surge along the Fraser Canyon and to begin its all-night climb into the diamond airs of Jasper and the Rockies.

The view from my window in Jasper Park Lodge was staggering. Great dark forests of fir and spruce and pine swept up to the white snows and the green ice of the mountains, noisy with pluming waterfalls. At ground level, it was strange indeed to see guardsmen's caps walking about on four legs. A black bear, followed by her cubs, ambled across the lawn. My waitress, a philosophy undergraduate on vacation from McGill University, told me that the bear was on her way to the lake to catch some trout for her children's breakfast.

By now a domestic problem had arisen and it was essential that I should have at least one shirt washed. I struck a happy bargain with the enchantress who organised pony trail rides. Irene was a theology undergraduate from Toronto and she undertook to wash and iron a shirt in return for an original poem (in her praise) to be composed by me overnight.

Irene and I parted to work on our separate tasks. The following morning, she gave me an immaculate shirt in exchange for an indifferent jingle. I had won handsomely. Feeling slightly ashamed of myself, I set out by car after breakfast for the Columbia Icefield and on to Lake Louise, driving through the National Park where black bears sit on their haunches by the roadside begging for food. Motorists are forbidden to feed these skilled mendicants. To do so is to invite a hefty swipe as soon as the bun bag is empty. The far more dangerous grizzlies live higher up. If they come down, they are trapped by Game Wardens and their bottoms are painted bright red before they are taken (by truck or even by helicopter) to a distant range and released. A decorated grizzly is allowed a second descent into human habitation before final removal. . . .

Every evening at Lake Louise and at Banff Springs Hotel, a kilted piper plays a lament as the Standard is hauled down. This affecting ceremony is enthusiastically applauded by the visitors, the overwhelming majority of whom are American. The resident piper at Banff had been trained at Caterham, his silver-mounted pipes were of incredible antiquity and, like all first class pipers, he cut his own reeds. On the occasion of my visit, he agreed to vary his musical programme and I was delighted to hear the strains of " The Minstrel Boy " and " The Wearing of the Green " echoing off the flanks of the mountains.

As in Jasper and Lake Louise, the Banff Springs Hotel is largely staffed by willing and courteous undergraduates who spend their vacation as waiters, waitresses, gardeners, porters, receptionists or guides. There is an internationally famous golf-course, a waxworks whose *pièce de résistance* is a fearsome reproduction of " The Shooting of Dan McGrew " complete with real playing cards, real costumes and a welter of synthetic blood. There is also a vigorous School of Fine Arts, a genuine Indian Trading Post and, each evening, at dusk, an impromptu display by black bears raiding the town's rubbish dump. The season runs from June 1 to September 15, when the undergraduates return to their tutorials.

The days had been sunny and the nights ablaze with stars. But as the Canadian Pacific train wriggled down from the Rockies towards the flatness of the Alberta prairies, the sky darkened and my carriage filled with baleful promise. The guard, a British Columbian to his finger-tips, remarked with satisfaction that it sure looked like rain. That was tough on Calgary, Alberta, with all the world flocking to the annual Stampede, due to open tomorrow.

But this was not the first time the Stampede had been rained out. No sir. A year or so back, the wise guys of Alberta had put up the price of admission to the Red Injuns, the Sarcee and Stony tribes who are among the finest horsemen in the world. And what did the Red men do? The Injuns went away to a quiet place and there danced formally in supplication to the Rain God. . . . The guard smiled again.

Yes sir. That year the Stampede was under inches of water. No connection? Maybe not. But in British Columbia, no one tampered with the ancient privileges of the Injuns. No sir.

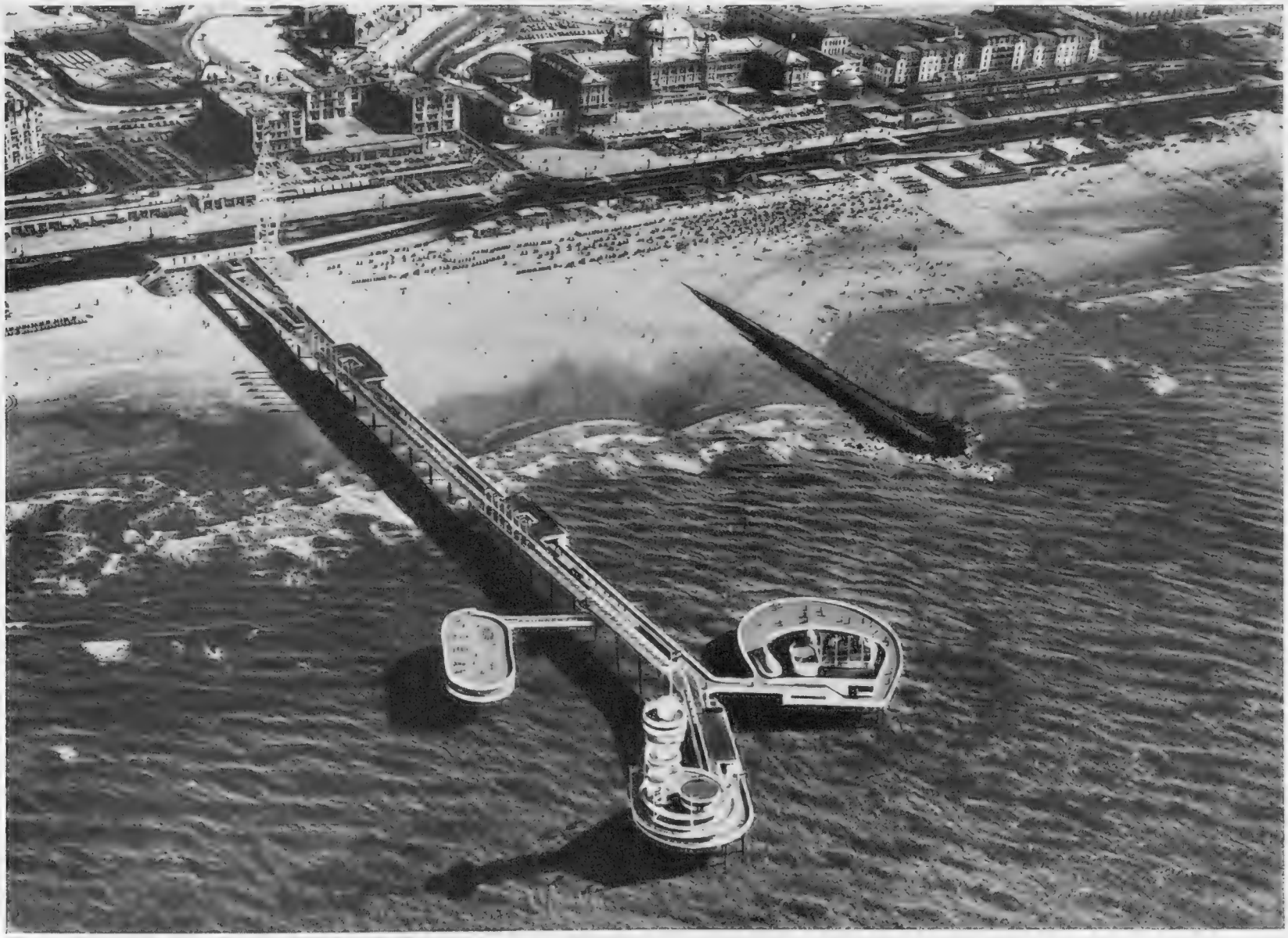
As the train arrived in Calgary Station, lightning flashed and the sky seemed to split with an explosion of thunder followed by torrential rain. Had the Injuns been dancing again on this, the eve of Canada's *mardi gras*?

# FRESH LOOK FOR THE SEASIDE

As Britain's tourist industry booms—with every year more and more thousands of visitors to these shores—so the traditional ideas of seaside resorts take a buffeting. More hotels are needed, not only in London, and new ideas about amenities. The photographic exhibition, "Structures for Sea and Sun", organised by the Cement and Concrete Association, has been touring British resorts for the last two years. It shows what has been done abroad, and in Britain, in the way of well-designed seaside structures.

There is a wide range of examples, including a beach restaurant near Athens, swimming pools on the beach in Puerto Rico, sun terraces in Japan, and bathing cabins in Yugoslavia. Most of them could well be considered for Britain. They are all designed in concrete, a material which weathers well in the sea air and which lends itself to curved structures—thin curving shells of concrete to cover a beach shelter or a range of beach cabins; stepped terraces round a restaurant or swimming pool; or jetties for bathers and boats. Currently the exhibition is travelling abroad, to Genoa, Linz and Vienna, and then it will resume its British tour.

**Left:** A model beach house like a shell, from Virginia
**Below:** The design for Scheveningen Pier, Holland



# FRESH LOOK FOR THE SEASIDE

*continued from page 19*

**Left:** The shell roof of the Club La Concha night club in Puerto Rico, as it is seen from the roof of the La Concha Hotel
**Below:** The end elevation of the seaside headquarters of the Military Club in Cabio Frio, Brazil

**Above:** Entrance to the swimming pool at Tiefenbrunnen near Zurich in Switzerland
**Right:** The Kursaal Swimming Pool at Ostia, Italy

**Left:** An imaginative form of combined concrete sea walling and seating at a French resort
**Far left:** Sun terraces at Katase Beach in Japan

# LENGTH AND BREADTH OF BRITAIN

22 In ever-increasing numbers, signs of the Affluent Age, the English take their holidays abroad. I am not much of a one for foreign parts. Let me sing the praises of Britain. "England's Green and Pleasant Land." We all know the quotation. Mostly we dismiss it as a poetic exaggeration. True once, perhaps: but surely not now, in this mechanised, industrialised age. In point of fact that famous quotation, even in today's context, is an understatement. Britain is much more than a "green and pleasant land": it is one of the most beautiful islands in the world. Few of us realise this: familiarity breeds contempt. If we were asked to name beautiful islands, few of us would think of Britain. Of Tahiti, yes—but how many of us have ever seen the place? Of Bali or Trinidad or Capri, even perhaps of Ireland: but of Britain, not immediately; not until we have rediscovered it.

It is very small: much smaller than we realise. There is no place in the whole of Britain that is more than three hours' motor-drive (given reasonable traffic conditions!) from the sea. It is all very small. But in contrast to many an island I can think of—Sicily, Iceland, Corsica, Madeira—the physical features are in proportion to its size. We have no really high mountains. The highest would be mere foothills in many parts of Europe. But they are true mountains nevertheless: a man may lose his life on Snowdon, on Ben Nevis. We have no really large river: but in proportion the Severn is as the Amazon. We have no really large expanse of marsh or lake, of plain or forest.

What we do have is immense variety: something of everything—save only desert—is packed into this very small space. In this lies one of the chief charms of Britain. It is an island filled with surprises. Nowhere else in all the world will you find so many contrasts within the span of a 50-mile journey.

The British are said to have a genius for compromise. If that is true, the genius has perhaps been born of the character of our landscape. None of the contrasts is so sudden as to be startling. Our towns do not suddenly start and as suddenly stop, as is the manner of Continental towns. They just emerge from, and fade into, the countryside. Our mountains do not spring abruptly from the plain: the ground just swells gently upwards. And so, in a 50-mile journey across Britain, anywhere across Britain, you will see the land change, the character of the hills change, the birds and the flowers change, the buildings change, even the character and speech of the people change, but all this change will be so gradual that you can never put a definite boundary to it in any one place. Yet, gradual, sometimes almost imperceptible though it is, the change is always definite, the contrast quite distinct.

Consider Somerset, a land of meadows and gentle rounded hills. Yet, in the midst of it, is fen country as typical as the fens around Cambridge and quite foreign to the character of Somerset. A few miles, and the rounded hills give place, gently but definitely, to high bleak moorlands. Exmoor may be largely in Somerset, Dartmoor wholly in Devon; both might as fittingly be in Yorkshire, save for the architecture and the speech of the inhabitants.

Consider the Rheidol Valley in Cardiganshire, level in the swelling bosom of the hills, a green chequerboard that could well belong to the English midlands, save for the architecture and the speech of the inhabitants. Eastern Lincolnshire looks very much like Holland, but a few miles away, still in the same county, is country, beech upon chalk, that might well belong to the South Downs: which is something you will not find in Holland. And so one could go on throughout Britain: contrast upon contrast, cheek by jowl.

One cannot adequately describe the landscape of Britain. Landscape is a matter of atmosphere, of colour, of memories and feelings: and these things differ for each one of us. But the beauty of a country, of any country, is, essentially, due to three factors: the soil, the climate, and the works of man's hands. The works of man's hands? "The evil that thou causest to be done, that is thy means to live." It is, unfortunately, true that there are few places in the world (there are some) in which commercial greed has done more damage to the face of the land than here in Britain.

It is true that the lust for quick profits has left some shocking memorials behind it. We see the evidence—it is there, large before our eyes. We forget that man also worked, works, with scythe and billhook, axe and plough, and that the good that he has done far outweighs the evil. Soil? Britain possesses an astonishing variety of soils: there are, in fact, no fewer than 44 different geological strata in our small island. Climate? Well, nobody would deny that our climate is astonishingly variable. It is this variety of weather within the bounds of a temperate climate, this enormous diversity of soils and rock formations closely ringed by the sea, that makes this one of the most softly beautiful islands in the world. Small it may be. But no man in his lifetime can know it all.

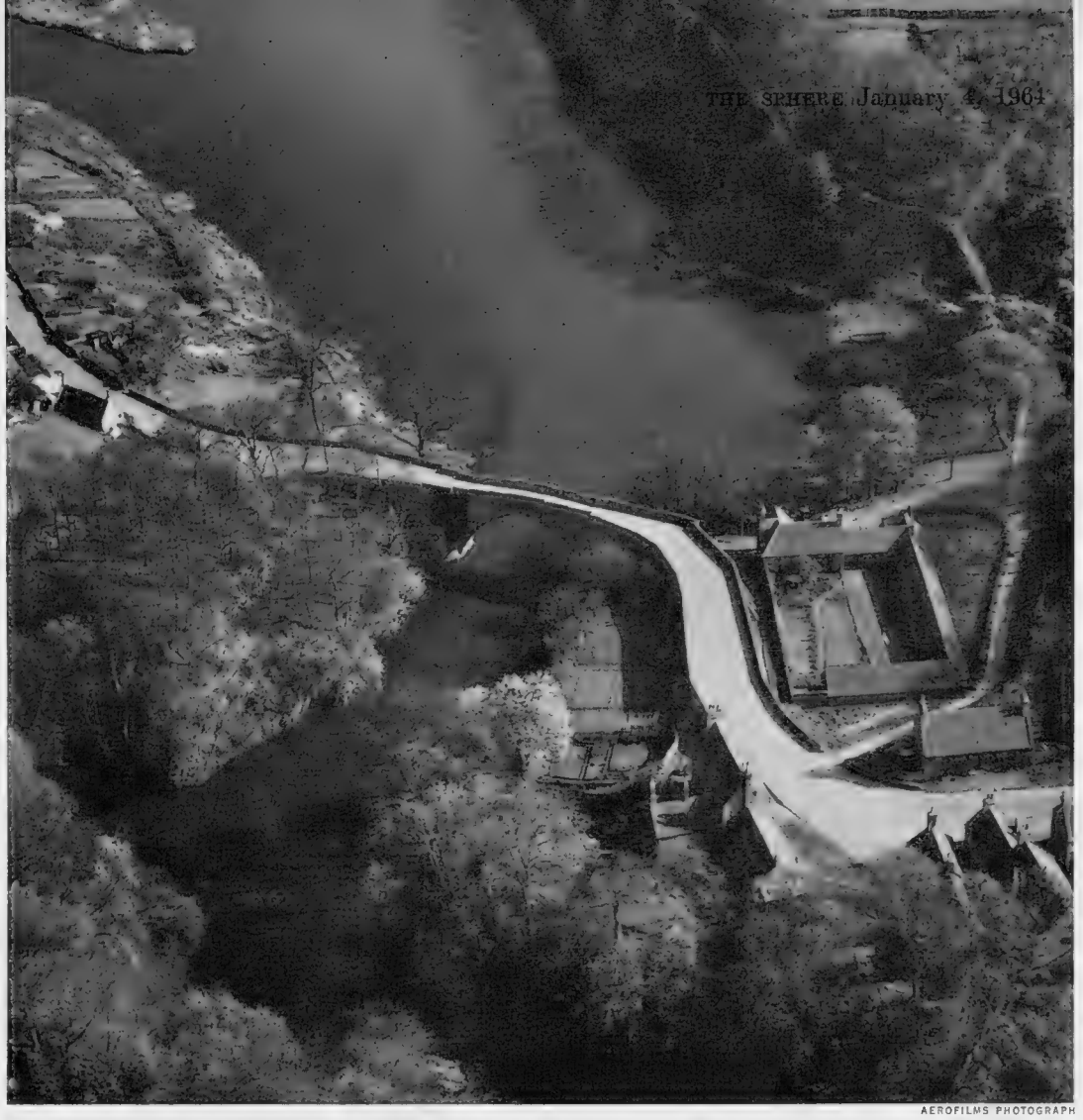
Walkers enjoy the view from 1,000 ft. up in the Lake District where the light is clear and the air fresh

Which is why I am not much of a one for foreign parts.

So, if like me, having read the tempting articles in this holiday number, having studied the enticing photographs, you decide that, after all, you are not affluent enough this year, do not despair. There will be some part of one of the most beautiful islands in the world you do not know. For myself, living in the south, I like to take a holiday in the north; not in the rural north, but in the industrial north. In a sense I am then in a foreign country just as much as if I were on the Costa Brava. I like to put myself down in some large industrial centre —Huddersfield, for example, or Middlesbrough.

And I know that if I lived in the industrial north, in the industrial midlands, then I would find myself some small pub in the heart of rural Britain—in Sutherland, in Cardiganshire, in Breckland, on the Essex tidal marshes, for I would then be in 'foreign' country and "right away from it all."

**Right:** Above the Bridge of Balgownie in Aberdeen
**Below:** A rocky outcrop of Dartmoor, in Devon



AEROFILMS PHOTOGRAPH

# NEW YEAR ANTIDOTES

24 **Dolphin Days** by Patrick Anderson: Gollancz. 25s, is described by the author as a "sun-drunk book" and by the publishers as a writer's notebook of Mediterranean pleasures. Mr Anderson tells us that it was first written on a wave of excitement after his second summer in Greece and re-written hardly less excitedly during the next two years after further visits. The result is a book of great charm; scholarly but gay, erudite but informal. He quotes a good deal from sources as varied as Ruskin and Gissing but it is his own reactions to the beauty of the land, its history and its life that have its chief delight.

**Best of Beachcomber** by J. B. Morton, selected by Michael Frayn: Heinemann. 25s. It is an amusing idea to have the work of a great humorist introduced by a younger one and Mr Frayn has brought a natural appreciation to the task and the arrangement of the extracts is witty in itself since it is full of contrasts and surprises. Much of these classic works we remember from the past; some of it is bound to be fresh to even the most devoted and constant reader. Foulenough, of course, will be found lurking in these pages and so will Big White Carstairs and Dr Strabismus (Whom God Preserve) of Utrecht. It is difficult to resist the temptation of quoting lavishly but I will confine myself to one splendid return, as overheard in Trafalgar Square. "Mummy, who's that gentleman on the top of the column?" "Hush, dear, that is Mr Victor Gollancz."

**Say, Uncle** by Eric Nicol and Peter Whalley: Gollancz. 15s, has been described as a completely uncalled-for history of the US. It is something in the nature of the immortal *1066 And All That* and its Canadian author and illustrator have had the time of their lives with such subjects as *Legends of the Old West, Mostly Fibs* and *Reconstruction, Also Known as Rockefeller*. They leap light-heartedly into discussions of such mysteries as dress, belief and literature and have a highly individual approach to such questions as the new status of females who, they explain, had torn up their petticoats for bandages during the war "regardless of whether somebody was hurt or not." I enjoyed this little book not least such sapient cracks as "Very little is known about the war of 1812 because the Americans lost it."

**Drinking With Pepys** by Oscar A. Mendelsohn: Macmillan. 21s, has been, I would say, a labour of love, for its author, who lives in Australia, is not only an expert on good wine but a writer with an affection for the 17th century and its greatest diarist. He has collated all Pepys' references to alcohol in many of its forms from possets to syllabubs and from wine to "strong water," and he has interspersed the quotations with much specialised information about vintages and their histories. Pepys lived at an age of transition when the meads and ales of medieval England were being ousted from the dining table by the kind of drinks we favour today. He had his own theories about suitable times and suitable mixtures—wine with beer was one of these—and the courage on one occasion to drink some wine grown at Walthamstow. Mr Mendelsohn has known how to get the best out of both his great subjects and this is an unusual and entertaining treatise.

**The Cunninghams** by David Ballantyne: Robert Hale. 15s, is a novel set in New Zealand in the present day but although the author sketches in the background with some authentic touches of colour and a suggestion of that blend of primness and toughness which reflects his countrymen, the story itself could belong as well to any English-speaking land. Mr Ballantyne has an unpretentious style, friendly rather than elegant, and the ability to build a sound plot which holds the reader's interest without being in the least sensational. Some of the phrases have an authentic New Zealand ring and, in my opinion, they add to the freshness of an agreeable book.

**Acts of Darkness** by J. A. Cuddon: Barrie and Rockliff. 22s 6d, is primarily a love story in the familiar triangular shape, played out and fought out between a beautiful, egoistic woman, a young scientist and a middle-aged M.F.H. who is an ex-planter and whose first marriage has failed. The English countryside is the setting for most of the story and there are overtones of violence on the one hand and religion on the other. Mr Cuddon packs quite a powerful punch and his novel should appeal to those who like their stories to be packed with incident and full-blooded adventure.

**Of Good and Evil** by Ernest K. Gann: Hodder and Stoughton. 18s. Before he wrote this novel, which has as its connecting theme the work of the police department in such a city as San Francisco, Mr Gann served with the police themselves and was, as he explains, allowed to live as one of them. He has chosen a dramatic theme: the hidden violence and criminality which can reach out to touch and terrify the ordinary citizen, and he has shown it through the highly effective device of centring it in the police headquarters. Here is the focal point for investigations into matters as humdrum as burglary, as sheerly wicked as drug-running. The writer quite evidently has learnt his lesson of police work well and the novel is absorbing, exciting, authentic and highly readable.

**The Trip** by Herb Greer: Hutchinson. 21s, is a high-powered and fast paced account of what

# GONE TRAVELLING

**Christmas in Bethlehem** by Christopher Rand: Oxford University Press. 28s.
**Mecca the Blessed, Madinah the Radiant** by Emel Esin: Elek Books. 84s.
**The Road to Athens** by J. E. Morpurgo: Eyre and Spottiswoode. 25s.
**Small Boat through Germany** by Roger Pilkington: Macmillan. 28s.
**The Swiss and their Mountains** by Sir Arnold Lunn: Allen and Unwin. 25s.
**Angry Island** by Margaret Mackay: Arthur Barker. 30s.
**New Zealand Journey** by Jeanne Heal: Heinemann. 25s.
**Portrait of The Lakes** by Norman Nicholson: Robert Hale. 18s.

Pope Paul's historic journey to the Holy Land has aroused the imagination of the world, constituting yet one more step on the road to Christian unity. In this connection Christopher Rand's *Christmas in Bethlehem* is pertinent, the author describing Bethlehem's three Christmases, the Protestant, the Greek Orthodox and the Roman Catholic. Here is a fascinating picture of Christianity in the region of its origins. A final chapter conjures up Holy Week at Mount Athos, Northern Greece, taking us into the simple quietude of monastic life. What will surprise many readers is that this reverent little book stems from that often irreverent and gayest of journals *The New Yorker*, which sponsored Mr Rand's journeyings in the Western Mediterranean.

*Mecca the Blessed, Madinah the Radiant* is a magnificently illustrated volume focusing on the great shrines of Moslem faith. Emel Esin and Haluk Doganbey, respectively author and photographer, are both Turkish Moslems and have been given special permission by the Saudi authorities to travel in the Hejaz and record much that is new to the western world about these famed religious centres, the goal of so many countless journeys.

In the Highways in the Sun series, J. E. Morpurgo shows us *The Road to Athens*. Modern motorways and car ferries have now brought the journey within the compass of a fortnight's holiday, and we follow the author through Holland, the Rhineland and across the Brenner to the goal of the journey in Athens. For winter reading in anticipation of summer pleasure, books like this afford a special pleasure.

Roger Pilkington's hobby is exploring the waterways of Europe, and he takes his family with him. His latest adventure starts in the Rhineland; then comes the Lahn, a little river of much delight which flows between steep hillsides of cherry blossom to join the Rhine; then the Weser, reached by way of aqueducts and a ship lift; and finally the Fulda which leads on to Kassel and its princely palace. *Small Boat Through Germany* is attractively written, and enhanced by David Knight's illustrations.

Sir Arnold Lunn, who has known Switzerland for 70 years and has written about it with knowledge and admiration, attempts in his latest volume to trace the growth of appreciation of mountain beauty and the beginnings of mountaineering as a pastime. *The Swiss and Their Mountains* covers a wide field, including chapters on the evolution of the alpine guide and the work of the Kleinmeisters, a school of artists which came into existence to supply the travelling public with paintings and coloured engravings of Swiss sights and scenes.

Tristan da Cunha, the mid-ocean hamlet, has had several historians in modern times and the toughness of the islanders in clinging to their narrow plateau at the base of Tristan's 6,000 ft. volcanic peak has repeatedly aroused the world's imagination. In 1961 the little colony, founded by the landing of Thomas Currie in 1810, was finally forced to evacuate in the face of an eruption which, as ill chance had it, was focused on the inhabited twelve square miles of Tristan. Margaret Mackay in *Angry Island* tells the story of the settlement up to the time of the disaster, follows the life of the islanders in Britain, and goes on to recount the journey back. She writes

could happen when two scooter-riding, singing Americans come to Europe and set about their own exploration of it. Mr Greer's style is laconic, occasionally vivid and no stranger to violence. His descriptions of such events as a visit to the Parthenon are original if nothing else but there is an undercurrent of more sensitive affection running through the story which, just because it is so unexpected, has its own moving quality.

**The Emigration of Sergey Ivanovich** by Richard Freeborn: Hodder and Stoughton. 16s, tells the story of the life of an intelligent Russian. Beginning at the time of Stalin's death it also traces the changes in Soviet life which resulted from that event and shows how, to such a man as Sergey, the revolutionary dream may turn sour. Although the author has himself spent two years at the British Embassy in Moscow and is now a lecturer in Russian at Oxford this is still an extraordinary achievement of a book. Mr Freeborn writes of his Russian characters not simply as if he were sympathetic to them but as if he genuinely understood the Russian mind and Russian motives. I found his book fascinating and in many ways an eye-opener.

**A Century of Science Fiction** edited by Damon Knight: Gollancz. 21s, has been assembled from past and present experts in the field and includes writings by Jules Verne, Ambrose Bierce and, inescapably, H. G. Wells although the term "science fiction" was not invented in the days when they were writing. The book is divided into seven parts, each devoted to one of the major themes of science fiction, such as robots, time travel, space, aliens among us, supermen and marvellous inventions. Devotees of this form of literature will find a feast here and a very balanced, sensible introduction. **Vernon Fane**

as one engrossed in her subject, and her research has been full. It is a pity perhaps that the author does not tell us a little more about the daily round on Tristan, about baking and cooking, the family chores, and other intimate details of life sometimes lived perilously close to starvation level.

Jeanne Heal has surely sensed the many and various natural charms of the North and South Islands in her *New Zealand Journey*; and what a diverse place it is, stretching from the Kauri forests of the almost sub-tropical north to the glaciers of Southland. Two things emerge strongly from this travelogue. This is still a great farming country, but somehow or other there has been welded to it a welfare state that paradoxically enough appeals to a people who in essence are both hardy and self-reliant. Perhaps the best answer to these sort of riddles is to go and see for oneself, and Jeanne Heal is of course the sort of writer who encourages one to do just that.

Finally a travel book about a well loved part of our own homeland. Norman Nicholson's *Portrait of the Lakes* brings to life the glorious landscape and waterscape of Cumberland and Westmorland. The book in itself, by its very enthusiasm for lakeland, is a passionate plea for its defence from exploitation by the thirsty northern cities in search of ever more water.

**Richard Edmonds**

NATIONAL BUILDINGS RECORD PHOTOGRAPH

# SQUARING THE CIRCLE

Controversies over Piccadilly Circus continue to hold up plans for changing, improving and beautifying the most famous place in the world. Currently hot debate centres round whose needs are paramount, pedestrian or traffic. The latest two volumes of that most marvellous record, *The Survey of London*, Volumes XXXI and XXXII, the Parish of St James, Westminster, Part 2, North of Piccadilly (The Athlone Press 10 guineas the pair), contain an eloquent and detailed account of the earlier controversies which have bedevilled Piccadilly. It makes sobering reading for town planners. The two men associated with its origin were Baker, "a man of a covetous dispocion" and Higgins, who was much given to litigation. Since their time the storms have rumbled on. Gradually the Circus has assumed its present shape. The top illustration shows the view looking east in 1928, with pedestrians and traffic mingling in the roadway, and the other illustration shows an unexecuted design for the Circus by John Murray in 1910. Calling for a large open space called King Edward VII Square, it is an early example of trying to square the circle. But these two handsome volumes cover much more than Piccadilly. They include much of Soho for instance, the scene of virulent outbreaks of cholera in the 19th century, and Burlington House. The history of urban building is the history of men and their times. Reading about it in so detailed and beautifully presented a fashion is continually fascinating.

Photographed by Tom Hustler

## LEADERS OF BRITISH INDUSTRY: **SIR GEOFFREY CROWTHER**

Sir Geoffrey Crowther, who has been Chairman of Trust Houses Ltd. for the past four years, is still perhaps best known to the public as an economist and journalist. He has been photographed in the Octave Room which is on the top floor of the newly opened St George's Hotel in Langham Place, London, W.1. Sir Geoffrey was Editor of *The Economist* from October, 1938 to March, 1956, when he resigned in order to start a second career as a company director and chairman. In addition to Trust Houses Ltd. (whose expansion under his Chairmanship culminated in the acquisition of Grosvenor House (Park Lane) Ltd. in November) he is also Chairman of Hazell Sun Ltd., of The Economist Newspaper Ltd. and of Trafalgar House Ltd., a property group, as well as a director of several other companies. Sir Geoffrey was born in Leeds in 1907, and educated at Leeds Grammar School, at Oundle School, at Clare College, Cambridge, and at Yale and Columbia Universities. He holds honorary doctorates from three British and three American universities. There have been two "Crowther Reports" in recent years, the first in 1959 on the education of children between the ages of 15 and 18, and the second last November on the long-term problem of Traffic in Towns. Sir Geoffrey was knighted for his services to journalism in 1957. He has an American wife and a large family

# THE BIGGEST CUSTOMER

*by The Sphere Industrial Correspondent*

When the Government decides to build itself a new building—take, if we have to, the new Foreign Office—the main operational responsibility nowadays rests with the Ministry of Public Building and Works. Keeping the bureaucrats of Whitehall decently housed was always the main job of the old Ministry of Works; but when this was transmogrified into the newly titled department in 1962, its powers were consolidated more completely, with a number of stray Government building responsibilities that had been lodged in other departments brought under the one roof. This ministry is thus responsible directly for the spending of some £150-200 million a year on new buildings apart from repairs and maintenance; through it and local authorities, the Government has considerable influence upon the spending of roughly another £1,100 million a year on buildings of one kind and another. As much as half of the annual turnover of the British building industry, therefore, comes from agencies controlled directly or indirectly by the Government.

The Ministry of Public Building and Works is nowadays quite deliberately using the leverage that it and Government services in general possess as this industry's biggest customer in order to bring about changes in the organisation and techniques of the industry. It is putting a great deal of weight behind the promotion of methods of industrialised building—for which local authorities, rather than the central government, are likely to be the main continuing customer; it concerns itself with methods of pre-site planning and standardisation of the jobs and materials used on the site; it helps promote the acceptance of more rapid training of skilled labour. This is the explicit use of its enormous buying power to reorganise and make more efficient the supplier's business—a kind of Marks and Spencers operation on an even more massive, if not yet as expert, scale.

There are some other government departments that are even bigger customers for certain kinds of technical and industrial activity. Once again through a multiplicity of agencies, the Government pays for rather more than half of the research and development done in the country. Some of this it oversees directly, through defence research establishments and the string of co-operative research associations under the aegis of the Department of Scientific and Industrial Research. A lot more military research is done within the Atomic Energy Authority and indirectly by private industrial research departments working under contract to it or upon other defence requirements. Its financial interest in civilian industrial research is smaller, though the Ministry of Science is minded to finance more development contracts for promising technical ideas that have not gained private backing. Moreover, it is the ultimate arbiter of research spending by the nationalised industries, both directly and in the specialised technical demands that they make upon their industrial suppliers.

Add in, via defence and nationalised industry investment, a considerable influence upon the heavy engineering industries; some importance in spite of the decline in naval spending upon the shipyards; a huge influence on aircraft manufacture and electronics; almost a monopoly buyer's hold upon parts of the telecommunications industry. These are some of the salient points of the Government's influence as a customer. But one should not forget the enormous current purchases by public authorities of almost all kinds of goods—oil, textiles, paint, commercial vehicles (and a fair fleet of cars), every kind of office and accounting machine right up to the computer, food, tea—and paper by the ton. Public authorities represent the biggest single customer for a very wide range of industries, and there are very few industries in the country for which they are not a significant customer.

What does this all add up to? In money terms, it is expected to add up in 1963-64 to about £11,000 million, the Treasury disclosed in a White Paper last week. That amounts to about 40 per cent. of the whole British national income. It is not all what we tend to talk of as "public money," i.e. paid for through taxation or rates; a sizeable part of public expenditure goes through services operating commercially such as the nationalised industries, though these always borrow a proportion of their finance for capital investment from the Treasury and some of them, from time to time, go into the red and need operating subsidies too. That total of public expenditure, moreover, includes benefits and assistance to people out of work and on pensions of one kind and another; direct payments to civil servants and the huge range of other people employed by the Government, from research scientists to infantry; also a wide array of financial assistance of different kinds, with recipients ranging from students to overseas governments. A significant proportion of this financial assistance comes back to industry, in the shape of grants, loans, and some subsidies: this year some £665 million will be spent by the Government in this way, the biggest items being agricultural support and coverage of British Railways' operating deficit.

Over time these public commitments are likely to increase slightly faster than the national income grows, if we assume that the Neddy target of 4 per cent. annual growth is achieved. By 1967-68, they are expected to have risen in volume by 17½ per cent., i.e. by about 4·1 per cent. each year, quite apart from any increase in the prices of the goods and services purchased. In four years' time, the "public" proportion of the national income will have gone up from 40 to 41½ per cent.

Some people will have strong philosophical objections to this; indeed, when Mr Selwyn Lloyd as Chancellor of the Exchequer in 1961 set in train the inquiry that has eventually worked out these figures, he expressed some sympathy with them. It is fair to say that the pattern of what is considered public and what private differs from country to country, so that facile international comparisons here are not particularly significant. But from the point of view of industry and of physical planning of the economy, this huge proportion of spending by public authorities has a different and more direct significance.

In the mixed economy of Britain nowadays, a government does not need ideological leanings towards public ownership to wield an enormous degree of economic control over the country's industry; it can do so simply by putting its hand in its (or our) pocket. Within Whitehall, regardless of politics, there is at present a desire to steer the economy more by specific measures affecting particular sectors of the economy than by broader adjustments of total credit and demand. There is moreover, in a number of departments concerned with industry, a good deal of reformist zeal. Both those influences are likely to bring about more, rather than less, use of the Government's power in Britain today as the biggest single customer for nearly everything.

The second BAC 111 short-haul jet airliner on its successful maiden flight from BAC's Hurn, Bournemouth, Airfield. It is carrying on the test programme interrupted by the tragic crash of the first aircraft last October

# PORTFOLIOS FOR 1964

*by The Sphere City Correspondent*

28 There are those who reputedly make their fortunes with a pin and the back page of *The Financial Times*. But planning is still in vogue (even if not quite as much as a year ago) and for those who are unlucky with pins, forecasting is a necessary substitute. Certainly forecasting during 1963 has been a comparatively easy task with the economy undoubtedly expanding and the General Election still distant.

Readers of this column over the past year have had the fortune to see hardly any of the recommendations fall significantly in price and quite a number rise substantially. Three outstanding groups of performers recommended on these pages have been office-cleaning companies (selected in May and up on average by a third), building and construction companies (also in May and up by nearly a fifth) and cable manufacturers (selected in June and up on average by a third). Aircraft components, chosen in July, and television manufacturers, chosen in September, also have done well with Plessey, Rank, Thorn and General Electric starring.

The first question then is should profits be taken now at the turn of the year? The City divides into two well-known schools on the matter of taking profits. There are those who say that fortunes are only made by taking profits and there are those who say " cut your losses and let your profits run." (The compromisers say " sell half.") At this particular juncture it is clear that the UK economy is continuing to expand and that with surplus capacity in British industry being brought into action, profit margins are going to go on improving sharply in 1964 regardless of what political party is returned.

It is also obvious that if the Conservatives are returned in the General Election, the stock market will rise dramatically, though perhaps not as much as in 1959. Those who are confident (in spite of the majority of opinion polls) that the Conservatives are heading for victory, should therefore hold on to the shares they have. Indeed, if they really trust their judgment they should buy more.

The problem, of course, is that the present likelihood is that Labour will be returned. It is true (and the stockbrokers keep chanting it to keep their spirits up) that the Labour Government will not be able to stop the boom in the economy that is now under way, not at least for some time. Therefore, say the optimists, dividends will still be up and stock prices should not fall.

The problems, however, are not really to do with interference with the economy. The uncertainties are whether the Labour Party will tax dividends, distribution of profits, capital gains, or wealth (leading to heavy selling of shares to realise assets). None of these moves would immediately follow Labour's return to power, but they become distinct possibilities over the following five years and must appear so to foreign investors, if not to investors at home.

On all these grounds, it would seem that the long rise in London share prices must falter, if not turn down, as the election approaches. And if this is so, those who are not confident of a Conservative victory should probably take their profits now. They can always buy again nearer the time of the election, when the prospects are clearer. Though share prices could be higher then, it is more likely that they will be lower.

But investment fund managers and trustees, especially, have to maintain income and for them the policy for 1964 can only be judicious switching ahead of the election. Here then is a round dozen shares: the first eight for everyone. Then an alternative foursome, first for those who expect a Labour victory, second for those who expect a Conservative one.

Top of the list comes Tube Investments on the grounds that the engineering and steel industry is really getting into its stride. British Insulated Callender's Cables is in on account of the increased spending on equipment by the Electricity Boards, and British Oxygen is there because its big investment in plant should be benefiting from higher use this year. Pye of Cambridge is representing the television-set makers in what promises to be a busy year with the new BBC channel, and Amey Group represents the building industry, currently enjoying heavy public expenditure. Pritchard Cleaners is in an expanding service industry—office-cleaning—Colvern and Dene Shipping in the more risky recovery spheres of electronics and shipping.

For those expecting a Labour victory the last four are all hedging stocks with their main activities outside the UK: Shell Transport, Hudson's Bay, Munster and Leinster Bank and the Bank of New South Wales. For the Conservatives the choice is obviously the " political " stocks: United Steel, Legal and General Insurance, Land Securities (property) and Transport Development (road haulage and warehousing).

**12 for 1964**

| | |
|---|---|
| 1. Tube Investments | 5. Amey Group |
| 2. British Insulated C.C. | 6. Pritchard Cleaners |
| 3. British Oxygen | 7. Colvern |
| 4. Pye of Cambridge | 8. Dene Shipping |
| *For Conservative backers* | *For Labour backers* |
| 9. Legal and General | 9. Shell Transport |
| 10. United Steel | 10. Hudson's Bay |
| 11. Land Securities | 11. Munster and Leinster Bank |
| 12. Transport Development | 12. Bank of New South Wales |

# MIDLANDS MATTERS

*by The Sphere Midlands Correspondent*

Recent take-over bids and inter-company negotiations have introduced some waves of speculation and argument to the usually placid surface of the pottery industry. First, there was the bid for the whole of the share capital of Royal Crown Derby, more than two centuries old, by the Lawley Group. This was started by two sons of a Birmingham goldsmith who opened a shop in New Street, Birmingham (bombed during the war) and expanded on the retail side. Its further expansion on the manufacturing side is largely a post-war phenomenon, and to the 50 or so retail shops were added eight or nine factories, two comprising several units. The Group is one of the largest suppliers to Woolworths, and concentrates mainly on popular grades of tableware.

Royal Crown Derby was originated by William Dewsbury, a Staffordshire man from Cannock Chase, who set up in Derby in the early 1750's making the distinctive Crown Derby ware. Interestingly, it was one of the first establishments to introduce time study—around 1760—which became not uncommon towards the end of the 18th century, some 60 years before the great American pioneers. Latterly, Crown Derby has been doing well with figurines, ceramic-handled cutlery and boxed giftware, but in trying to match output to demand it has had some production difficulties.

Shortly after the Lawley bid, the board of W. T. Copeland and Sons, makers of the famous Spode ware, were recommending the acceptance of a merger offer from Josiah Wedgwood and Sons which would make them jointly the largest exporters of fine bone china and fine earthenware in the world. Together they would employ about 2,600 people. Josiah Spode, who began making pottery in Stoke-on-Trent in about 1770, was the inventor of bone china. This was in 1800. In the early days, Spode was joined by William Copeland, a London tea merchant, but after three generations of Spodes on the production side they dropped out of the business.

Mr Spencer Copeland, the present managing director, is the fifth generation. His cousin, Mr Robert Copeland, is sales director. Birmingham is also concerned in these talks through Copeland's chairman, Mr W. H. Newton, a Birmingham accountant, who is also chairman or director of a number of other Midlands concerns and a Guardian of Birmingham Assay Office. The Wedgwood family remains firmly in control of the business founded in 1759 by Josiah Wedgwood. Its chairman is the Hon. Josiah Wedgwood and Sir John Wedgwood is deputy chairman. The first Josiah was the inventor of the famous jaspe and basalt ware.

Coupled with the mergering a few months ago of another fine china manufacturer, Coalport China, with E. Brain, Ltd., the number in this select circle looks like being reduced within a short time from seven independents to four, and arguments are going on as to how long even four can remain under present highly competitive conditions. Some further marriages of convenience may occur in the future.

**Merchant banking in Birmingham**

Birmingham has suddenly begun to exercise a strong fascination for merchant bankers. The recent opening by Wm. Brandt's Sons and Co. Ltd. of a Birmingham office offering the complete range of services which the company has long offered in the City is the latest of several—and quite possibly, one hears it hinted, there may yet be others. So far there has not been any major clash of interest, for each of the houses already established has its own particular speciality. Wm. Brandt's, besides offering the normal merchant banking services to private and public companies, has specialised in export finance.

In effect, Brandt's can convert an overseas credit sale into the equivalent of a cash sale at home. This is achieved by paying manufacturers 100 per cent. cash without recourse to them against documents at time of shipment. This move into the provinces is the first by the company. Established in 1805, it still has a board all of whose members bear the name Brandt. The Midland area manager, Mr A. G. J. Rimell, is no stranger to the Midlands; after Charterhouse and Cambridge, he served for 12 years with Guest Keen and Nettlefolds in various capacities.

**Above:** Marsaxlokk, a fishing village and seaside resort in Malta. **Top:** A courtyard and fountain in Lisbon

# GOING ABROAD

*An Annual Survey of Travel and Holiday Arrangements*

## BY SYLVIE NICKELS

With the world still shrinking and the pace of competition quickening, the travel consumer has really never had it so good. New fare structures for Bermuda and some Caribbean destinations a few months ago brought reductions of up to £80 on economy class return air travel. At home, BEA introduced an unprecedented low in standby night fares to Scotland at £2 2s single; British Railways took up the challenge and shaved 2s off it with their second-class " nightrider " ticket. New independent airline services added healthy competition to some domestic trunk routes. Travel Savings Association made a lot more people take another look at cruising. The formation of the National Villa Association with, at present, nine member companies, some commendably high principles on villa-renting matters and an independent tribunal to look into complaints, could well help clear certain misgivings sometimes heard on the subject.

These are just a few of the things that have happened, some of them the result of long and arduous argument behind the scenes. Since it is impossible to please everyone all the time, they may not all be universally popular, but since it is also presumably everyone's aim to woo more people into travelling to more places, anything which serves this end is welcome, providing it's legal and honest.

Certainly most travel agents are contributing their share. Programmes for the coming season are bigger, brighter than ever, and if all the old favourite resorts are included, a number of new names prove that the resources of " overcrowded " Europe are not exhausted yet. A little farther afield, there is every sign of a great boom in travel to the Middle East, and Egypt, with her High Dam growing steadily and the general concern over those Temples, will be a top attraction. Though it may not be tactful to say so, the same applies to Israel and Jordan, welcoming their most notable visitor for many a long year. Two events—the New York World's Fair and Switzerland's biggest exhibition for 25 years—will no doubt claim a fair share of both business and holiday-making travellers.

In the following pages, a summary of some of the tours available must remain far from exhaustive. Many travel agents and tour operators, including some of those mentioned, specialise in certain countries or cater for special interests. A selection of these will be given in the next two issues of *The Sphere*.

# WHAT THE AGENTS OFFER

30 A selection of holidays abroad organised by leading travel agencies, all with something special to offer at a price and style an individual could not obtain by himself.

The beach at Fedala, 30 km. from Casablanca on the Moroccan coast

**Cooks** (Berkeley Street, London, W.1). New centres for all-in arrangements in Europe in 1964 include Salou and Marbella on the Spanish mainland; Illetas and Portals Nous on Majorca; Santa Eulalia on Ibiza; Laigueglia and Bellagio in Italy; Villasimius on Sardinia; Ofir in Portugal and Les Diablerets in Switzerland. New addition to their series of booklets covering individual countries will be one amalgamating more unusual holiday regions, such as North Africa, Cyprus, Crete, USSR. Cook's recent publication on golfing holidays in areas as far flung as the West Indies and Israel may solve quite a few problems, while specialist departments on most aspects of travel should be able to deal with all the rest. As usual, this vast organisation with 420 branches in 53 different countries will take you anywhere at any time and at (almost) any price.

**Swans** (260/261 Tottenham Court Road, London, W.1). Swans have broken new holiday ground in many different parts of the world over the years. Now they are introducing a new idea in a popular holiday region quite near home: a week on Majorca, combined with a week's Mediterranean cruise starting and ending at Palma and calling at Tunis, Palermo, Naples, Genoa, Bastia, Cannes and Barcelona. The cost ex-London is from 85 gns. Another new suggestion is Gozo, four miles north-west of sister-island Malta and linked to it by frequent ferry service. Travel is by air and the cost £54 2s (eight days) or £72 12s (15 days). Repeated this year, but with an improved itinerary, is Iceland (12 days by air, £108 6s) offering extensive travel through the desolately beautiful landscapes of the most northerly holiday country.

**Wings** (124 Finchley Road, London, N.W.3). New addition to a fine range of air tours includes one to Cyprus, Iraq, Persia, and Istanbul, lasting 18 days with departures on March 26 and May 4. Similar in principle to a private cruise, the same aircraft is used throughout; accommodation, where possible, is in first or luxury class hotels, or otherwise in the best available. Cost is £240. Wings are well known for their excellent arrangements in many parts of North Africa and the Middle East, and are again combining Libya and Egypt in a 17-day air cruise (£194) with departures on April 24 and October 15.

**Lunns** (36 Edgware Road, Marble Arch, London, W.2). Lunns' 30-day Round-the-World personally escorted tour by private aircraft leaves London on March 10. Its world span takes in Egypt, India, Thailand, Hong Kong, Japan, the USA, and costs £550. Resorts selected for their popular air, coach, car or rail holidays this summer are mostly well-tried favourites, but the attractive little town of Pesaro makes a change from the more usual Adriatic resorts of Italy. The latter is one of the destinations on either a 15-day King-Flight tour (from £41 18s, ex-London) or a 14-day self-drive touring holiday from London or Ostend, including a week at the resort. More air departures, direct from Manchester and the Midlands, will improve travel facilities for holidaymakers in the North this year.

**Adventure Tours** (Tril House, 96 Ebury Street, London, S.W.1). An unusual suggestion from an organisation which seems to specialise in the unusual is a 21-day escorted air tour to Ethiopia (£316). This highly romantic itinerary includes much game viewing, Lake Tana and the Blue Nile, many glimpses of one of the world's oldest civilisations, and a chance on the return through Egypt to visit the Abu Simbel temples. Other tours cover most of Africa, India, the Far East and South America.

**Travel Counsellors**, UK agents for the Club Mediterranée (139 Kensington High Street, London, W.8). Fourteen years ago, the Club Mediterranée opened its first holiday village on Majorca and numbered about 200 members. Today it has 15 villages in Europe, one in Tahiti, and about 170,000 members, most of them French but with an increasing number of British and other nationalities. The villages which are mostly centred on the loveliest and often least known parts of the Mediterranean seaboard are ideal for those who want sun, gaiety, informality, and a wide range of activities without being over-organised. New for 1964 will be some unusual excursions, increased cultural activities and more advanced training in water sports for which the Club is already renowned. Early and late holiday-makers will again benefit by a free third week's holiday on departures in May, June and from September.

**International Travel Services** (7 Haymarket, London, S.W.1). Specialists in unusual and/or far away places have reached a new peak in originality with tours to China via Hong Kong. Two departures, in April and October, are planned for 1964, each tour lasting about 25 days and costing in the region of £700. A series of escorted Art and Architecture tours also cover Persia, Russia or Mexico. An unusual Scandinavian centre is Pallastunturi in western Finnish Lapland, a great favourite of mine: all modern comforts in the heart of the fells, 150 miles north of the Arctic Circle—you could hardly get farther " away from it all."

**Bachelor Holidays** (85 Duke Street, Grosvenor Square, London, W.1). This programme of tours and cruises, designed for those who might otherwise travel alone, now enters its fourth year. Age groups and similarity of interests are taken into consideration, and the choice of destination is wider than ever. Among the new ones for 1964, I was pleased to find Almuñecar—an unspoilt centre on that, so far, neglected eastern end of the Costa del Sol. Sicily is included for the first time, and other centres range from Spain, Italy and Portugal to Czechoslovakia and Bulgaria. There will be 11 cruises on P. & O.-Orient, Royal Rotterdam Lloyd or Greek Line ships.

Spoleto in Italy, seen from the Colle San Guiliano in the early morning

**Boswell and Johnson** (119 Oxford Street, London, W.1). Designed for American visitors, but just as appropriate for Britons in search of their own country, are the nine-day tours by self-driven or chauffeur-driven cars of Swan Self-Drive to some of the loveliest of Britain's inns and manor houses. The cost (self-drive) ranges from £37 12s to £66 8s per person in a Ford Anglia, according to number of passengers, and covers car hire, unlimited mileage and first-class accommodation and breakfast. Extensions up to 45 days can be arranged.

**Wayfarers** (20 Russell Square, London, W.C.1). Several programmes cover most people's interests from straightforward holiday-making to group or individual study tours on almost any subject. Israel is well featured in 1964, either for sun and sightseeing, or for those who would like a closer experience of the Israeli pioneering spirit. Holidays spent in rest houses connected with Israel's many Kibbutzim (collective settlements) or—of special interest to young people—a working holiday on a Kibbutz, followed by five days touring by motor coach, are among the possibilities. Other holidays include most of the more usual and some of the less usual parts of Europe, and farther afield.

**Horizon Holidays** (24 Bruton Street, London, W.1). New addition to a tremendous range of sunshine spots served by Horizon's air, air-coach and cruising holidays is ancient Budva and its magnificent surroundings on the Montenegrin coast of Yugoslavia. The two week's holiday can either be spent entirely in Budva or shared between this resort and Dubrovnik, three hours away by coach. The cost of £66 8s-£76 (depending on the season) covers air travel and first-class accommodation (modern chalet bungalows in the case of Budva) with excellent entertainment facilities. Horizon's many other destinations are mainly centred in or around the Mediterranean.

**Erna Low Travel Service** (47 Old Brompton Road, London, S.W.7). An enterprising travel organisation once again turns up some interesting new discoveries for 1964. They include Almuñecar and Mojacar, between Malaga and Alicante; Quarteira in southern Portugal, and that much neglected stretch of Adriatic coast around Bari. Unusual, too, are the farmhouses in the Kitzbühel area of Austria and fishermen's cottages on the Costa Brava, selected for escapists. " New " islands include Comino (by Malta) and the Tremiti Islands off the Italian Adriatic coast. Specially commended are the holidays for the blind or partially blind, with departures in June and September to Vienna and the Salzkammergut, and in early September to Pisa and Forte dei Marmi. Arrangements for young people of all ages, accompanied or not, are particularly good.

**RAC Travel Service** (66 Haymarket, London, S.W.1). A new name in Spanish rivieras makes its début among the all-in motor touring suggestions of this leading organisation. It is the Costa del Azahar—the Orange Blossom Coast—between Castellón and Valencia, with Playa de Burriana as the chosen centre for a week's stay. Night stops en route, both on the outward and return journeys, are at Rouen, Limoges, Carcassonne, Barcelona—all well worth a double visit. The all-in cost for 16 days is from £45 15s to £68 15s per person, according to number of passengers, size of car, and choice of sea or air cross-Channel transport.

**Clarkson's** (Bucklersbury House, 14 Walbrook, London, E.C.4). To meet the demand for a short pre- or post-summer break, Clarkson's again offer an excellent series of short air tours. Their 1964 spring selection includes one-five day tours to the Bulbfields of Holland (£8 15s-19 gns), four days to the castles of the Loire (21 gns), five days to Eire (23 gns), six days to Denmark (30 gns). Short Bulbfield tours to Holland are also a special feature of **Pegasus Holidays** (Morley House, 320 Regent Street, London, W.1).

**American Express** (6 Haymarket, London, S.W.1). Special emphasis during 1964 will be on packaged tours to the New York World's Fair which opens on April 22 and closes 18 months later on October 17, 1965. Suggested air tours in conjunction with Pan American, and sea tours with P. & O.-Orient Lines, of varying duration combine a visit to the World's Fair with a tour of many other parts of the United States, or focus entirely on the Fair itself.

**Wallace Arnold Tours** (21 The Calls, Leeds 2).

# WHAT THE AGENTS OFFER *continued from page 31*

Bathing huts at Vouliagmeni Beach, Greece

Better known perhaps for inexpensive coach tours and their special arrangements for elderly people, Wallace Arnold also offer a wide range of coach/air holidays—and this year it is wider than ever. New in 1964 is an excellent arrangement to Athens, with travel by air Southend-Basle, thence coach through Switzerland and down the Adriatic coast of Italy to Brindisi for the crossing to Corfu and the Greek mainland. Five full days are spent at leisure in Athens, before returning via a similar route but with different night stops. The 15-16-day tour costs from 59½-65½ gns ex-London, or 63-69 gns ex-Yorkshire, according to season.

**Lord Brothers** (54-62 Regent Street, London, W.1). Air tours to popular sun spots are Lord Brothers' speciality and this year they have added to them considerably. One of their 1964 discoveries—which took me by surprise, too, last year—is Santa Ponsa, for this must be one of the last pine-backed, fine sand beaches to remain so unspoilt and so close (12 miles) to Palma on Majorca. Two weeks there cost from £49 10s to £56 10s according to season, with travel by chartered Elizabethan flights. Other new centres include Elba, while all-in arrangements to Greece combine a week in Athens with a week by the sea for from £76. A week in Athens can also be followed by a five-day cruise to the Greek Islands, including Crete, from £93.

**En Famille Agency** (1 New Burlington Street, London, W.1). A well-established agency for those who want to stay in private homes almost anywhere in western Europe. Great care is taken in matching prospective guests with host-families of similar age groups and interests, with full details given of the facilities available in each home. Costs range from about £6-£10 a week (rather higher in France and Italy).

**Lane's Travel Service** (251 Brompton Road, London, S.W.3). Specialising exclusively in fly-and-self-drive holidays, this organisation makes a point of investigating each area by car before launching a new service.

**World Sport and Travel Service** (198 Sloane Street, London, S.W.1). Included in a varied programme is a completely new idea in tours to Portugal. Lasting 15 days, with night tourist flight to Lisbon and travel by private car throughout Portugal, accommodation is entirely in *pousadas*, the excellent State-owned inns, each with its regional character. Cost per person is £100 17s in the case of six passengers; £111 10s in the case of four.

Companies based in London tend to get the lion's share of attention, so I should like to mention two of the many tour operators based outside London whose reputation is built up from years of experience in the travel business. The **Travel Club** (Station Road, Upminster, Essex) was founded in 1936 and has grown steadily ever since. Last year it introduced the first direct tour flights from the UK to Alassio; this year it is adding Caravelle air services to many of its holidays. **Whitehall Travel** (Park Terrace, Worcester Park, Surrey) enters its 14th year of operation and this year breaks new ground in Greece, Portugal, North Africa and the US.

## CRUISING HOLIDAYS

The most controversial figure in cruising during recent months has been Max Wilson, and the most acclaimed or criticised organisation his brain-child the Travel Savings Association (123 Regent Street, London, W.1). Whatever individual feelings may be, however, the fact remains that most of the 900 passengers who returned a few weeks ago from the first Travel Savings Association cruise from Britain were very happy with it all.

A large portion of Max Wilson's success comes from his appeal to an entirely new section of the holidaymaking public: those who thought, rightly or wrongly, that cruising was either too expensive or too "stuffy." By becoming members of the Travel Savings Association (2 gns for individuals, 3 gns for families), they are now entitled to join cruises whose minimum prices in 1964 range from £22 for a nine-day cruise to Tangier, Gibraltar and Lisbon, and from £79 for a 32-day cruise round the Mediterranean. Cruise costs can be met over a period of from six months to five years, prior to the cruise, by means of weekly, monthly or quarterly payments; or, of course, they can be paid in entirety at the time of booking, though this would undoubtedly need to be well in advance to ensure the required berth. Non-members can join the same cruises at the Wilson Holiday tariff, which is double that of

Cruising south on the P & O-Orient liner *Arcadia*

TSA on the lowest fares, and about 10 per cent. more on the highest.

These prices have been viewed variously with admiration, disbelief or suspicion. A fair analysis of the situation, I think, is that at the lowest price levels, TSA tariffs are much cheaper than on comparable other cruises, and at the higher price levels they are almost the same. Continuing the comparison, the Wilson Holiday tariff is nearly the same or a little higher at all levels.

Apart from prices, Max Wilson has injected some new life into shipboard entertainments. It may not appeal to everyone, but if it attracts a new and younger section of holiday-makers, this can surely only do good to cruising as a whole.

During 1964 there will be 15 TSA cruises in the *Empress of Britain*, including two spring departures for the under-35's; four cruises by the *Reina del Mar* to New York or Montreal (in either of these ports the ship will be used as an hotel for three days); and several special sailings to and from South Africa by Union Castle and Canadian Pacific vessels. Both companies have substantial interests in the Association.

Since the selection of 1964 cruise programmes was given in *The Sphere* of December 14, a number more have become available. They include a 10-day Scandinavian and Baltic cruise from Tilbury by Holland America's *Statendam*, starting July 21; a series of 14-day Greek island cruises from Venice by the *Romantica*, offered by Milbanke Travel, 104 New Bond Street, London, W.1; and the new programmes of Oceanways, 23 Haymarket, S.W.1; Wakefield Fortune, 52 Haymarket, London, S.W.1, and Informal Travels, The Courtyard, 45 Queensway, London, W.2. Informal Travels have been specialising in travel by cargo ships and merchant liners since 1933, and their detailed selection of journeys by banana boats and freighters of every kind makes romantic reading. An example for those who have 13-16 weeks to spare is by a new Polish vessel (10,000 tons) carrying 12 first-class passengers via Suez to ports of India, Ceylon and Burma and return. The fare of £270-£295 averages out at from about £2 5s a day. Compared with the cost of full board at an hotel, this means many thousands of miles of virtually free travel!

Finally, a word about the most thorough guide to cruising possibilities in 1964. It is *Holidays on Ships, 1964* (publishers, Travel Trade Gazette Ltd., 10 Norfolk Street, London, W.C.2, price 3s 6d), whose 96 pages cover every aspect of the subject from inland waterways and cargo boats to the schedules and cruises of the ocean-going giants. Details are given of departure dates, tonnage of vessels, itineraries and their duration, and minimum prices.

## BY COACH

Surprisingly few people in Britain seem to know about Europabus, though the name usually leads them to suppose correctly that it is some kind of coach route through Europe. It is, in fact, the umbrella name for the motor coach services owned by the railways of western Europe, covering between them some 50,000 miles of highway from Denmark in the north to Gibraltar, Sicily and Greece in the south. There is even a route opening soon from Ostend to Poland, and the possibility of another to Beirut.

The joy of Europabus is the regularity of its services (mostly summer only, when they are up to several times a week), and the freedom of movement that it offers. It is like a vast international cross-country service, its fare stages the cities of Europe. Coaches are of a high standard, often luxurious, and there is no night travel. You can join or leave where you will to combine with another Europabus service a few days later, or to continue by rail, sea or air. No one over-organises you, though there is always a multi-lingual hostess to guide and advise. Accommodation can be booked in advance for you, or you are free to do it yourself on the spot.

This fusion of national services operated by companies such as CIAT in Italy, ATESA in Spain, NBM in Holland (who began it all) is ideal for those who like to plan for themselves, travel in comfort but with the minimum fuss, and enjoy the multi-national nature of their fellow passengers. The 1964 digest of main Europabus services will shortly be available from the British Railways Travel Centre, Lower Regent Street, London, S.W.1, or from main travel agents. In addition, in most of the countries concerned, some of these services are used for all-in tours of a high standard. This year a selection of tours to various centres will be marketed in Britain through Wakefield Fortune Ltd., 52 Haymarket, London, S.W.1.

If Europe isn't big enough, here are two regular coach services from London to India. Again you can leave the coach where you will, though you may have a long wait for the next one! The Indiaman, operated by Garrow-Fisher Tours, 56 Wood Street, Kingston-on-Thames, Surrey, leaves London every September and begins the return from India in late February or early March. Penn Overland Tours, 11 Mayfair Place, London, W.1, operate services four times annually in each direction. The Indiaman takes rather longer for the journey, but provides for many more days " at leisure " en route.

On this question of leisure, I should like to commend the programme of Lammin Tours, 67 Blenheim Terrace, London, N.W.8, as well as for their high standard of comfort and imaginative itineraries. Many of these are planned to follow a particular theme—historical, architectural, floral—but an attractive new one for 1964 is a 17-day tour (125 gns) through the Pyrenees and Provence, including four nights in Avignon, four in Pau, two in Biarritz, two in Bagnères-de-Luchon, and such magnificent and lesser known scenery as the Gorges of the Tarn. Even more unusual are two tours of Mexico (21 days, 429 gns, including scheduled air travel London-Mexico City), with departures on February 18 and October 20. Another fine programme of luxury coach tours following rather more classic European itineraries comes from Motorways, 41/2 Dover Street, London, W.1.

A wine festival at Bacharach on the Rhine, Germany

# FESTIVALS OF EUROPE

34

At Ste Anne d'Auray, the festival is on July 26

Apart from the more obvious ingredients for a successful holiday—good weather, accommodation, food, service and scenery—there is another which merits more attention than it usually gets. It comes under the broad description of " local events." Some of these have won world-wide renown; others are purely local affairs characterised by pageantry or solemnity or just sheer joie de vivre.

The European Association of Music Festivals in Geneva issues a composite programme of about 24 major festivals which can be obtained in a few weeks' time through BEA, 103 Wigmore Street, London, W.1. Several of them could easily be woven into one tour: the four main cultural events of Scandinavia, for example, in Bergen, Stockholm, Copenhagen and Helsinki, all take place between mid-May and mid-June. Others include the Epidaurus Festival (June 21-July 26, 1964) followed by the Athens Festival until the end of September; Bayreuth's Wagner Festival (July 18-August 21); the Dubrovnik Festival (early July to late August); Lucerne's Music Weeks (mid-August-mid-September); the Prague Spring Festival (May 12-June 4). Many of the concerts or dramatic items at these festivals are performed in the most romantic settings. The same applies, of course, to Sound and Light performances.

Religious and traditional events provide occasion for the greatest fervour and the most colourful treatment. Holy Week in Spain, the great pilgrimages to Fatima (May 12-13 and October 12-13) or Lourdes (August 15), the Procession of the Holy Blood in Bruges (first Monday after May 2), are only a few of the best known. There are hundreds of others from the smallest villages to the biggest cities of Europe, sometimes commemorating the end of plague, famine or war, sometimes glorifying a past miracle, sometimes simply representing an expression of faith. Typical of them are the many saints' feast days throughout Spain and Italy during which the statue of the local saint is paraded with pomp through decorated streets. Invariably festivities have a strong local flavour. The Pardons of Britanny, for example, though they are not always of great religious significance nowadays, are excellent occasions on which to see the distinctive and colourful Breton costumes.

Ancient rivalries have resulted in some interesting events, such as the " Fight for the Bridge " in Pisa in June, the " Palio of the Contrade " in Siena (July 2 and August 16), the Historical Regatta of Venice on the first Sunday of September.

Historical events, often liberally embellished by tradition, are at the origin of many a colourful open-air drama or pageant. " Spearing the Dragon " at Fürth-im-Wald (Bayerischer Wald) in August is one; the Meistertrunk play of Rothenburg-on-Tauber on Sundays throughout the summer is another. All Norway takes part in Olsok Eve on July 29 when King Olav fell in 1030, while a play re-enacts the scene on the battlefield of Stiklestad near Trondheim. Switzerland has its William Tell plays in Interlaken from mid-July; Holland its Liberation of Leiden on October 3. And so one could go on.

Other occasions to note are national days, often solemnly celebrated; big trade or other fairs, in Portugal and Spain particularly, a grand excuse for festivity; carnivals and wine festivals; and, of course, sporting events.

One thing is certain. There is hardly a place or a time of the year when something of interest isn't happening somewhere. Lists of all major and many minor events of every kind are available from the London offices of each national tourist organisation. For greater detail and description, see Gordon Cooper's *Festivals of Europe* (Percival Marshall, 15s.).

The old town of Budva in Yugoslavia on the Montenegro coast

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**Information from:**
**Your Travel Agency,**
**Dolomites Information Bureau,**
**Suffield House, 79 Davies St.,**
**London W 1, and**
**Ente Provinciale Turismo,**
**Piazza Walter 22,**
**Bolzano (Italy).**



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# TO EUROPE BY INDEPENDENT AIRLINES



In addition to the wide network of services operated by BEA and foreign national airlines from London and many provincial centres to the Continent, independent airlines offer many possibilities. Their principal European routes in 1964 will be as follows:

**Air Ferry** (Manston Airport, Ramsgate, Kent).
From Manston to Ostend, Le Touquet and Verona.

**BKS Air Transport** (Seymour Mews House, Seymour Mews, London, W.1).
From Leeds/Bradford to Amsterdam, Basle, Bilbao, Düsseldorf, Paris and Ostend.
From London Airport to Biarritz, Bilbao and (via Newcastle) Bergen.
From Newcastle to Basle, Bilbao, Bergen, Paris and Ostend.

**British Eagle International Airlines** (Cunard Building, 15 Lower Regent Street, London, S.W.1).
From London Airport to Brindisi*, Dinard, Innsbruck, La Baule, Luxembourg, Perpignan, Pisa, Rimini, Stuttgart, Venice*.
From Birmingham to Palma.
From Manchester to La Baule, Nice, Rimini.
*Subject to Government approval at time of going to press.
NOTE: Connecting coach services operate from Innsbruck to Seefeld, Igls, Kitzbühel and Westendorf; from Perpignan to Costa Brava resorts; from Pisa to Tuscan Riviera resorts and Florence; and taxi transfers from Rimini to other Adriatic resorts.

**British United Airways** (Portland House, Stag Place, London, S.W.1).
From London (Gatwick) to Barcelona, Canary Islands (Tenerife and Las Palmas), Genoa, Gibraltar, Ibiza*, Lourdes (Tarbes), Malaga, Palma, Rotterdam and Seville. Also routes to East, West and Central Africa.
From London to Paris, via Gatwick-Le Touquet (rail/air/rail Silver Arrow route).
*Subject to foreign government approval at time of going to press.

**British United (CI) Airways** (Portland House, Stag Place, London, S.W.1).
From various UK airports to Paris or, via the Channel Islands, to Amsterdam, Cherbourg, Dinard, Quimper, St. Brieuc, and Paris.
From Newcastle to Amsterdam-Düsseldorf.

**British United Air Ferries** (Portland House, Stag Place, London, S.W.1).
From Southend to Basle, Bremen (via Rotterdam), Calais, Geneva, Ostend, Rotterdam and Strasbourg.
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NOTE: Vehicles carried on all services; rail or coach connections from Southend, Lydd and Hurn to London for passengers without cars.

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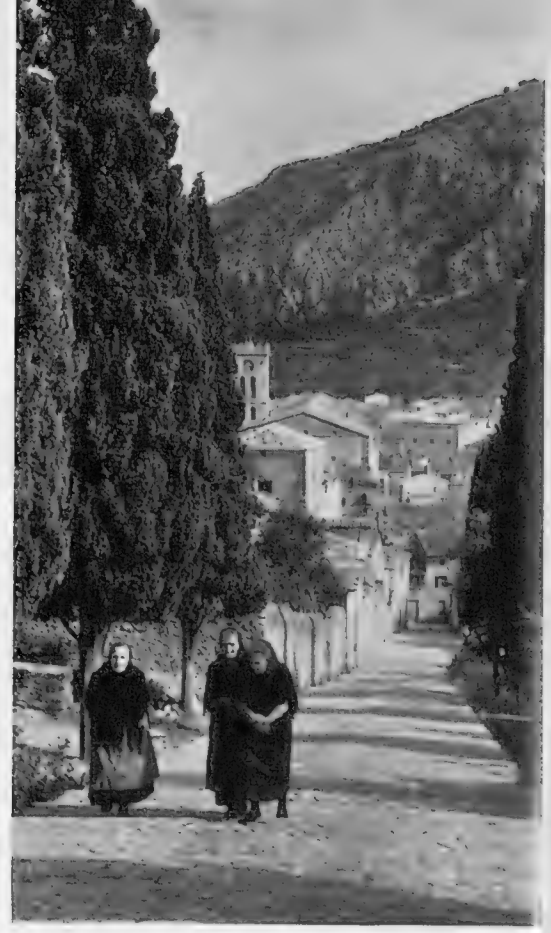
NOTE: Some of the services referred to on this page operate during the summer only. There are, in addition, air links between some of the above departure points and other airports in the United Kingdom. Please check with your travel agent or the airline concerned before setting out on any journey.



**Above:** The town of Wengen in Switzerland **Top left:** A spectacular view of the Geiranger Fjord in Norway **Top right:** Three peasant women walk up the tree-lined steps at Pollensa, on the island of Majorca

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# VISITS TO VINEYARDS

*by Ganymede*

38 Travel and holidays for the gourmet, especially the wine lover, can easily be combined with vineyard visiting and here and there a little wine tasting. This combination can be achieved in one of two ways. The holiday can be built round the visits, or the visits can be fitted in with the holiday and other interests. Which of the two it will be must depend on personal inclination first of all, but also on the nature of the regions involved.

Taking France as an example, it will be found that some of the wine regions make better holiday areas than the others because they offer other attractions of at least equal importance. The Loire valley, for example, is very much sought after by tourists for the scenic and architectural beauty of its historic châteaux. These, by the way, in themselves have no connection with vine growing. In other areas, especially in the Bordelais, a château almost invariably signifies a vineyard. Interesting towns and cities along the great River Loire are many. While one must see the castle and the famous tapestry at Angers, the wines of Anjou are of interest, not to mention the Cointreau Distillery there. Saumur is not only famous for its great cavalry school and unique Musée du Cheval, but it is also the centre of Saumur still and sparkling wines. Tours, Amboise, Chenonceaux are all tourist centres, and within reach there are everywhere vineyards and cellars worth visiting.

Alsace is another region where the two interests are closely intermingled. Ancient Colmar is the main centre of wine, while the medieval town of Riquewihr—like others nearby—is not only surrounded by vineyards, but the little town itself is a conglomeration of wine cellars and presshouses. The best wine region in Alsace runs along the lowest foothills of the Vosges range where it meets the plain of the Rhine valley. It is possible to spend a delightful holiday in one of the mountain resorts of the Vosges within easy reach of the most captivating wine towns and villages.

Champagne is perhaps the least rewarding from the point of view of " general " holiday interest, but there is charm in the rolling Montagne de Reims and parts of the Marne valley are exceedingly picturesque. Who could pass by without admiring the beauty of Reims Cathedral? Burgundy has much to recommend it for sightseeing from Dijon to the south, it is full of interesting historic monuments, including in Beaune itself the Hospices and a fascinating Musée du Vin. The Beaujolais is gay and friendly, as those who have read *Clochemerle* will know and, of course, the Rhône valley is beautiful in a grandiose manner.

Most of the Bordelais is flat country, but Bordeaux itself with its many hotels and attractions is gay and to me the most worldly of French provincial cities. Arcachon less than a couple of hours away is a bustling seaside resort, and there are some quieter spots on the shores nearby. St. Emilion would give pleasure even to a teetotaller with its happy geographic position on the top of the hill and its old monuments. Perhaps not the most distinguished but the most prolific vineyard area is in the south, Languedoc, Provence, and Roussillon; all these are within easy reach and a visit to them can be combined with holidays on the Mediterranean coast.

**Above:** The source of Remy Martin wines
**Right:** Château Olivier at Leognan in the Bordeaux

The fortunate thing about France's wine regions is that they are nearly all outstanding centres of fine cuisine, so the visitor can live well with regard to solids too. Burgundy comes to mind with its many star-spangled ancient restaurants. Farther south in the Maconnais there are some examples of France's best cooking, in the famous Bresse region, such as the Chapon Fin at Thoissey. Lyon itself is a gastronomic paradise, and some miles south the traveller must not miss the Pyramide at Vienne. The Poste at Avallon, and the Côte d'Or at Saulieu are both on the fringe of Burgundy, and one can rest assured that in such places the best of wine *and* food will meet the visitor. The ordinary carafe Beaujolais of the Chapon Fin, for example, is the best of its kind I have ever drunk.

Bordeaux is full of many good restaurants, even if the number of stars is less numerous. This lack of appreciation of Bordelais cooking is a fault of Michelin about which I have grumbled before in these columns. The Loire valley has some outstanding eating places, my own favourite is on the edge of the region, to the north but only a little distance from Angers, the old coaching inn Ricordeau at Loué, where the patron's cuisine and cellar are only equalled by the charm of his welcome.

The delights are endless. The question will doubtless arise, when is it the best time to visit? The most interesting and exciting time, of course, is the time of the vintage. Not only can one see the fascinating magic of the new wine being made, not only is there the greatest and liveliest activity then, but usually the weather is good and the country looks best in its autumn colours. A word of caution. It is also the busiest time for the proprietors of the vineyards. Their minds and their time are fully taken up with the single-crop grower's most anxious concern. He cannot be expected to give of his best as far as hospitality is concerned, and, with the exception of one or two large establishments, to put it quite bluntly, the vigneron understandably cannot spare much time for visitors. With this in mind, any other time is preferable for the owners and their staffs, so do not choose the time of the vintage unless you are assured of a good reception in spite of it.

Although it is possible to call without any introduction from home, and there is a good chance of being well received, there is a decided advantage in arriving with a personal introduction. Most wine-merchants can arrange this for their regular clients through their shippers. The exceptions are the places which are open to the public, and are well advertised at the roadside, or some of the grande marque champagne houses where no respectable visitors are ever refused a visit to the cellars. I shall be pleased to give information and help on any questions arising from this article should any of my readers be in need of it.

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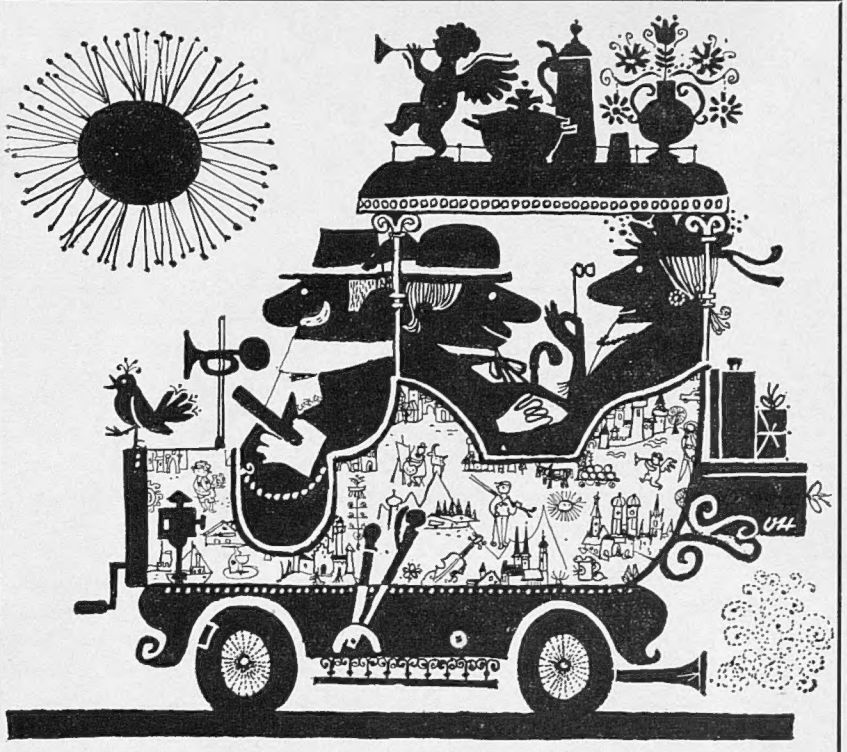

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# TAKING YOUR OWN CAR

40 Few motorists will be deterred from taking their cars abroad for a motoring holiday this year by either the withdrawal of cut-price petrol for tourists in France or the newly imposed £2 charge for third-party "green cards" issued by British insurance companies. Irritating, yes; but not bad enough to prompt either the Joneses or the Smiths to say: "All right, we won't go to France after all! It's Weston-super-Mare for us."

On the whole, it will be easier than ever this year to take holiday cars by sea or air to the Continent, by air or sea to Ireland, or by train to Scotland or the West Country. It is becoming increasingly easy, too, for motorists to hire self-drive cars in the country chosen for their holiday, though the vast majority of motorists still seem to prefer having the use of their own cars: a fact evidenced by the growing popularity of British United Air Ferries' long-range car services to places like Geneva and Strasbourg.

Aer Lingus operate car ferry services to Ireland with aircraft like this Carvair

One expert estimate puts the number of cars likely to be taken to the Continent on holiday this year at 350,000—a record. The AA tell me that around half a million motorists of all kinds, including scooter riders and caravanners, took their holidays on the other side of the English Channel last year.

This figure is not surprising when one considers the poor, uncivil service at many British hotels; the thrill of driving in foreign countries on the "wrong" side of the road; the tonic effect of trying to cope with other languages by tongue and eye; the ever-present hope (often sadly misconceived) that the weather will be more sunny "over there;" and the pleasures of Continental food and wines.

The formalities of motoring abroad are much simpler than they were, with British visitors' passports obtainable for only 7s 6d from any Ministry of Labour office and a two-penny form—29 (C) Sale—doing the job for which we once needed a carnet. And anyone taking his car abroad for the first time can get all the guidance he needs from the leading travel agents, the motoring organisations, the London travel offices of countries to be visited and organisations like the Continental Car Ferry Centre at 52, Grosvenor Gardens, S.W.1.

Both sea and air car ferry services to France and Belgium will be considerably expanded for 1964, with new services between Newhaven and Dieppe (British Railways) and from Southampton to Cherbourg (by a Norwegian-British-French consortium). On the Newhaven-Dieppe route there will be a twice daily service from June 1 with the 90-car *Falaise* (taken off the Southampton-Le Havre service and converted for drive-on-and-off).

The *Normannia*—also taken off the Le Havre run and similarly converted—will join British Railways' *Lord Warden* and *Maid of Kent* on the Dover-Calais/Boulogne service, on which the single fare for a car ranges from £3 to £12 according to size, with a return fare of £4 2s for passengers. The independent Townsend car ferry (Dover-Calais) is planning a longer season for 1964 with its *Free Enterprise* (to be joined next year by another new ship with fore-and-aft loading) and is again offering cheap night rates for caravans. Single fares on the new Southampton-Cherbourg service will be between £4 10s and £13 for cars, according to size, and £2 17s 6d for passengers.

On the air ferry services operated by British United with twin-engined Bristol Freighters and four-engined Carvairs, fares are going up by between 2 per cent. and 10 per cent., and during the coming summer it will cost £40 to take a car like the Hillman Minx and three occupants from Lydd to Le Touquet and back compared with £37 10s at present.

The air fares are still cheaper than they were years ago, and for motorists in a hurry the BUAF services have much to offer. You can get full details from Portland House, Stag Place, S.W.1. From late April, British United will be operating a new long-distance service from Southend to Bremen, and there will be increased frequencies on the deep-penetration services to Basle, Geneva and Strasbourg, with services from Lydd as well as Southend. Fares on the long-range services have gone up only marginally.

You can take your car to Ireland by boat from Fishguard, Holyhead and other places, and there will also be a welcome continuation of the Carvair services started by Aer Lingus last year. The Liverpool - Dublin service (£20 return for a Mini, £37 for a Minx, £5 1s single for passengers or £7 2s return) will be restarted on April 1, and those from Bristol to Dublin and Cork on April 27.

The Isle of Man is attracting more and more interest as a holiday centre, and you can take your car there easily and comfortably on the new *Manx Maid* (Liverpool to Douglas), the charges being between £2 5s and £8 16s.

British Railways' car sleeper services cater for motorists taking their cars abroad as well as for those who decide to stay at home. There are services from Manchester to Dover; Newcastle and York to Newhaven; and from Glasgow to Newhaven. For the holidays-at-home motorist, who is chiefly concerned with having the use of his car *during* his vacation and not on his way to it, there will be services from London to Perth and Stirling; Newcastle and Sheffield to Exeter; Birmingham and Sutton Coldfield to Stirling; and from York and Newcastle to Inverness.

Day-time services, on which motorists travel with their cars, will operate from London to Newcastle and Edinburgh; to Okehampton; and to Exeter. There are also tourist services, with the cars being carried on special trains and the owner and his family free to travel on any passenger train they care to choose. These operate from London to Newton Abbot, Plymouth, St. Austell and Penzance.

Continental car sleeper rail services will again operate from Boulogne, Calais, Le Touquet and Paris. They will serve 35 resorts in France, Italy, Switzerland and Spain. From Le Touquet to Avignon the charges are: cars from £17 10s to £29 10s return, second class adult passengers £11 3s return, tourist sleeping berth supplement £8 7s (£2 16s return for a couchette).

Motorists taking their cars abroad should carefully check them for mechanical efficiency, replace worn tyres and windscreen wipers, fit a set of new spark plugs if the old ones have not been replaced for some time, and ask their garage for a Continental touring kit containing replacement parts.

Make sure you are adequately insured for the car itself, loss of personal effects, medical and legal expenses and personal accident risks. Insurance companies offer special inclusive policies to cover most holiday hazards. There are valuable insurance benefits in the new Cordon Bleu travel service offered by the RAC at £5 (£1 10s more than the normal holiday service) for a party of five for 11 days. It offers accident and breakdown benefits of up to £400, pays the cost of getting car and occupants back to their point of departure in the UK or alternatively provides a self-drive hire car to enable the party to continue.

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Don't forget your maps and guide books. Michelin and the oil companies are a great help in this connection. If you have a tight budget make use of the Relais Routiers and Logis de France, for both of which useful directories are available.

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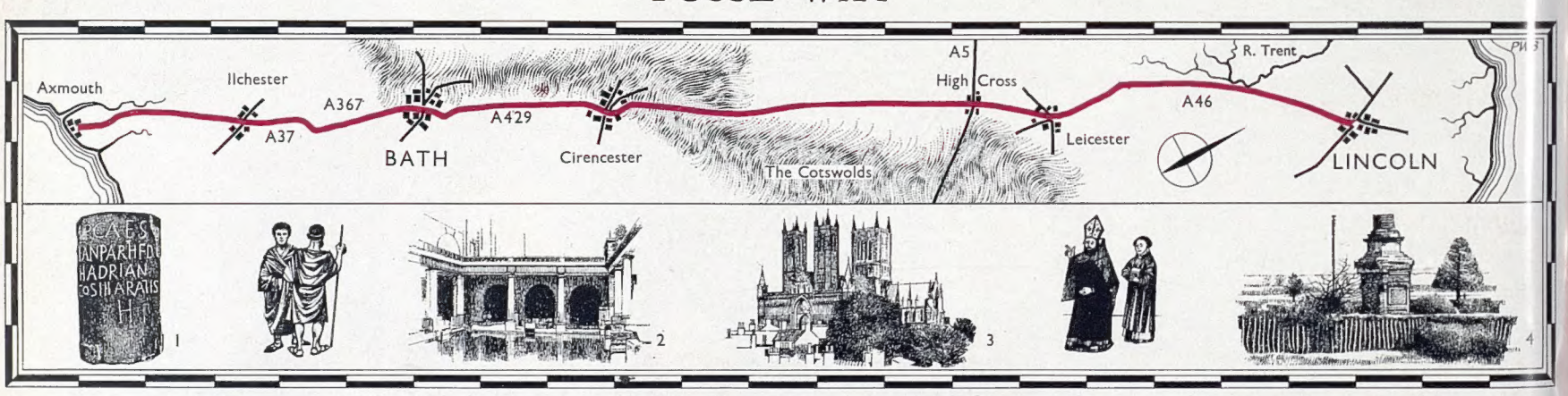
*painted by David Gentleman*




Built for Roman troops, much of the Fosse Way, some 208 miles long, south-west to north-east across the Midlands, remains in use; at times a fast A road, a fast B road, minor road, narrow lane, or a line of hedge. Often, as in this pictured section in Wiltshire, near Malmesbury, the modern surfacing gives out, and the Fosse Way changes to more obvious antiquity; to a green lane, little used and overgrown. The name is the one the Anglo-Saxons gave it: ditch road, road with a fosse, i.e., the ditch alongside the road, from which the Roman engineers dug the *agger* or embankment on which the road was raised (this is still visible in many stretches). Several Stratton or Stretton villages along the road derive from the Anglo-Saxon or Old English *straet tun*, 'farmstead on the street' or paved road.

The Fosse Way began somewhere about Axmouth on the Channel coast of Devon. It went—and still goes—to *Lindiniae* (which is Ilchester); then (A 37 and A 367) to *Aquae Sulis*, the city of the hot springs of the deity named *Sulis* [which is Bath (2)]; then to *Corinium* (Cirencester); then across the Cotswolds and the Midlands to *Ratae Coritanorum* [Leicester, where you can see one of the old Roman milestones (1) of the Fosse Way in the New Walk Museum]; finishing outside *Lindum* (which is Lincoln), in view of the great hilltop cathedral (3). At High Cross, in Leicestershire, where Roman Watling Street (A 5) and the Fosse Way cross each other, modern travellers go too fast to read on a monument of 1712 a Latin inscription of the meeting of these two roads, which 'extend to the uttermost boundaries of Britain' (4).

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